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ESQUIMALT GRAVING DOCK.

FACTS & EVIDENCE.

TO THE ELECTORS,
GENTLEMEN:

As for some time before the Provincial Legislature last met reports of a damaging nature concerning the dock were in circulation, and as the government had not brought down "full information with regard to the graving dock work" promised in His Honor the Lieutenant-Governor's speech, I called for a committee to examine into all matters connected with the dock, so as to ascertain for the House and for you the facts showing the true position of that important work.

The committee, anxious to act impartially, and recognizing your right to know whatever could be ascertained by the investigations of the committee, decided—against the wishes of the government—to have the evidence taken published by the press for general information, and, as you are aware, it was so published.

After a long and patient enquiry the committee presented a report to the House based on the evidence of witnesses, on the sessional papers printed from year to year, and on correspondence not printed in the hands of the government.

The report was a recital of the leading facts elicited by the committee with respect to the dock, supplemented by the temperately expressed opinions of the committee, for the benefit of the legislature and the government.

The report was, after a debate, "not adopted," by the casting vote of the Speaker. The result being that no action was taken by the legislature to put dock affairs into a business shape, and they remain now, as then, in an unsatisfactory condition.

As chairman of the dock committee, I mention, in justice to those members who united with me in framing the majority report, that the accuracy of that report was admitted by members of the House who voted against its adoption on the ground that the result of such a vote would be the defeat and resignation of the government, which appeared to them undesirable, as the legislature was about to die a natural death; and you could then by your verdict at the polls pass judgment on the government and on such members as might, by seeking re-election, come before you for sentence.

Since the report of the dock committee was given I have from time to time heard it said by some, either misinformed or else moved by party feeling, which is seldom just, that the report was untrue. Respectfully differing from that opinion I beg to present you with the following summary of facts connected with the dock, quoting therein the report of the dock committee and the official evidence on which that report was based, leaving it to you to judge as to the accuracy or otherwise of the report, and whether the members of the committee did or did not properly perform their duty as your representatives.

Report.

"1. That the cement bought in 1874 was ordered by the Walkem government on the recommendation of Mr. Beaven, the chief commissioner of lands and works."

Evidence.

Walkem (page 1)—The cement was ordered "by order in council of 16th June, 1874, on the recommendation of chief commissioner of land and works, Mr. Beaven. I had not charge of the dock matter; it was then under Mr. Beaven's control."

Report.

"2. That the cement was purchased for the cofferdam and sea-wall of the dock."

Evidence.

Walkem (page 1)—"The dock originally contemplated was a smaller one than the present one, and Mr. Sproat, by letter of the 2d January, 1874, shows why and for what purpose the cement was wanted. The 600 tons were for the cofferdam and walls of the structure first proposed, and, looking at the correspondence, probably only for the front walls or their backing. The projected cofferdam was not built, and when Mr. Kinipple asked me in November or December, 1874, the prices of labor here he concluded from my reply that it would be better to build the dock throughout of concrete, except in certain portions of it requiring stone, and to turn the cement ordered through Mr. Sproat into the main work."

Memorandum — Cement was ordered for cofferdam before dock site was fixed, before Kinipple & Morris were appointed engineers and before dimensions of dock were decided upon. The 600 tons ordered were not a calculated quantity. When afterwards the engineers decided upon a wooden cofferdam instead of one of concrete, the cement was simply "turned into the main work," which Mr. Walkem knew was to be built "throughout of concrete, except in certain portions requiring stone." It was evident, therefore, that a much greater quantity of cement would be required for the dock, and that the government could not have assumed that all the cement for the dock was on hand.

Report.

"3. That Mr. Sproat's letters in 1874 and 1875 to the provincial government show that large additional quantities of cement would be required for the main dock."

Evidence.

Sproat's letter, 16th July, 1874: "The engineers wrote to me from Greenock 14th July: 'We have this day carefully gone into the class of construction that appears to us best suited for the *front. of quay on each side of the entrance* of the dock, and we find that it will require about 650 tons of Portland cement.'"

Sproat's letter, 18th February, 1875—After stating that the total amount of cement specified for the quay wall—viz., 650 tons—had been shipped, Sproat writes on the above date: "The price of cement depends to some extent on the price of fuel, and as that has lately fallen, I shall before leaving review the prices and get tenders to test present prices of cement, though it will not be necessary, in the engineer's opinion, to ship much more at present, at least until a clearer view of the probable progress of the work continuously is obtained."

Sproat's letter, 7th October, 1874: "Our policy at this end has been to furnish the government with what will enable the permanent works to be commenced next summer."

Report.

"4. That Mr. Beaven's report as chief commissioner of land and works, dated 30th November, 1875, makes no reference to the facts contained in Mr. Sproat's letters relating to additional cement required for the dock."

Evidence.

This is self-evident from the report itself. Mr. Beaven in the debate on the dock report acknowledged this, and in explanation argued that everything could not be put into a report. This is quite true; but I submit that a report upon the dock, for the information of the legislature and of the people, should have contained all the important facts concerning it, and two of the most important were that the cement was bought for the cofferdam (before it was decided what kind of cofferdam was to be constructed), and that the dock would require large additional quantities of cement to build it. Minor matters are mentioned—such, for instance, as that cement was shipped in expensive casks, to be subsequently disposed of for oil casks. This turned out to be a costly mistake, as the casks when sold did not fetch the amount of duty paid upon them. The first cost over ($4,000) was a total loss.

Report.

5. "That in his report Mr. Beaven quotes from Mr. Sproat's letter of January, 1874, in a way which misled the legislature and conveyed the idea that all the cement for the dock had been obtained, while he suppressed that part of the letter which contained the information that more cement would be required."

Evidence.

The evidence of this is Mr. Sproat's letter. Unfortunately, as the report of the committee was not adopted, the letters were not printed by the government with the evidence, as intended by the committee, so that I cannot ascertain whether I have the date of this letter exact or not. However, this letter was read in the house by Mr. Smythe, and the suppressed part concerning more cement pointed out; also that portion which Mr. Beaven incorporated in his report. (See sessional papers 1876, page 427.) From the use made by Mr. Beaven of the letter and the contents of the letter it was clear that Mr. Beaven knew large quantities of cement remained to be purchased for the dock. How completely that fact was suppressed for years you all know, as until a few months ago the members of the legislature and the public were in complete ignorance that thousands of tons more cement would be required.

You probably remember that at the election of 1875, which resulted in the turning out of the Walkem government, one point of attack by the opposition was the purchase of cement long before it was wanted. The reply of the government was that the cement purchase showed foresight; that nine months would complete the cofferdam, and that the cement was bought so as to enable local contractors to tender for the dock contract, as they would be barred out if they had to provide means to import the cement for the dock. By the light of the facts disclosed by the dock committee it is evident that this was "all humbug," as the cement was ordered by mistake for a cofferdam not built, and not for the dock in the interest of local contractors.

Report.

6. "That no detailed estimate of the cost of the cost of the dock was ever received from Kinipple & Morris, and that no estimate was asked for by the government."

Evidence.

Walkem (page 3)—"I cannot find any detailed estimate, and cannot say if any came in 1876 and 1877 with the plans during Mr. Vernon's time as chief commissioner of lands and works. I know there have been none received since by me."

Bennett (page 25)—"Not aware Mr. Vernon had ever received any estimate of the cost of the dock. I never heard of the receipt of it, and do not think there was one."

Farwell (page 27), in reply to the question whether estimates were received from Kinipple & Morris with the specifications and bids of quantities when he was in the land office, answered: "I have no recollection of any estimate being received at that time."

Vernon (page 38)—"No detailed estimates were ever received by me."

Report.

"7. That taking into account depreciation, interest, rent and other items fairly chargeable against the cement bought in 1874 and used in 1881-2, the first cost has been a total loss to this Province."

Proof.

No. tons purchased (of which some sold corporation and others.....	716½
Say sold.....	66½
	650
650 tons at $40 cost laid down...	$26,000

Loss on the above:

Six years' interest at 6 per cent. per annum on $26,000.....	$9,360
Six years' storage at $80 per month.	5,760
Insurance 6 years, say 1 per cent. per annum.....	1,560
Deterioration in quality of cement from standard of 750lbs to 500lbs (one-third).....	8,666
Interest at 6 per cent. per annum on cash paid for storage and insurance, over.....	1,000
Loss.....	$26,346

This is merely an approximate estimate which is under rather than over the mark. If sundry items of expense connected with the cement were included the result would show a greater loss, as part of the cement is actually worthless.

From the evidence of Mr. Walkem it appears that cement for which the Province paid at least $40 per ton in 1874 can now be purchased at about $27 per ton—a difference of $13 per ton. Had the 650 tons of cement been bought in 1880 (time enough) instead of 1874, it would, at present prices, have cost $8,450 less than it really did. So that, on the unfortunate cement purchase, the Province is out and injured about $35,000.

I think you will agree with me that the proper course for the government to have taken, when they found the cement was not wanted for the cofferdam, was to have sold it, as they knew it deteriorated greatly by keeping. The first loss (if any) would have been the least. When they decided to keep the unfortunate facts to themselves and not admit their mistake they should certainly have built a shed on the dock property, the cost of which, according to Mr. Walkem, would not have exceeded $1,500. By not doing this the Province has had to pay to this date over $7,000 for storage. As thousands of tons more cement will have to be housed, it is better, even at this late date, to put up a shed than to continue to pay $80 per month for an indefinite nuumber of years, especially as the shed would be useful after dock is completed. A government cannot be considered an economical one which, whilst saving a few dollars in odds and ends, at the same time wastes thousands of dollars by lack of business ability and ordinary intelligence.

Report.

8. "That Mr. Bennett's services as resident engineer for Kinipple & Morris, the chief engineers, terminated July, 1879, and that he has never received an appointment from the provincial government nor any written instructions from the chief commissioner of lands and works as to his duty on the Esquimalt graving dock."

Evidence.

Bennett, page 20: "I was sent out here in 1875 by Messrs. Kinipple & Morris, my engagement with them being for three years, or possibly four. As there was considerable delay in starting the works, and as the works progressed so slowly, the engineers in chief informed the government that as the works were uncompleted through no fault of theirs, they considered themselves only responsible for my salary for three years. I have not, however, received a formal appointment from the provincial government." In reply to the question, "Have you received any written instructions from the provincial government defining the duties of your position?" Mr. Bennett answered "No."

Extract from Kinipple & Morris' letter to Mr. Bennett, enclosed in letter to chief commissioner of lands and works, 14th May, 1879: "Although no doubt you look to us for payment of your salary up to next July, yet we do not forego our claim to be reimbursed by the government for the payment of this extra or fourth year's salary and bonus. You will fully understand that we have quite performed our part of the agreement with the government as regards yourself, and therefore have to state that *we shall not require your services after next July.*"

Kinipple & Morris to chief commissioner of lands and works, 14th May, 1879: "We have received a letter from Mr. Bennett, dated 9th April, asking if we shall require his services after next July. We have replied to him saying that as we have defrayed the expenses of the resident engineer for three years, the time in which the works were to be completely finished, we shall not require his services after the date above mentioned, and we have advised him to place himself in communication with your government at once should you wish to retain his services after this time."

Report.

9. "That when the letting of the main dock contract which required the provincial government to supply the contractors with all the cement was under consideration by Messrs. Walkem, Beaven and Bennett Messrs Walkem and Beaven did not communicate to Mr. Bennett the information contained in Mr. Sproat's correspondence about more cement being required; neither did they when discussing with him the advisability of including the cement in the contract inform him that when Mr. Morris suggested the purchase of the cement by the government he suggested also that the contractors should arrange to purchase it of the government."

Evidence.

Mr. Bennett, page 25:

Question—"When did the provincial government inform you that the cement purchased in 1874 was bought for the cofferdam and sea wall, and not for the dock?"

Answer—"The government have never informed me that such was the case, and the fact I learned for the first time from a remark made by Mr. Beaven *a very short time ago.*"

Question—"Had you been informed by the government that the cement at Esquimalt was not bought to complete the dock would you have made a calculation of the quantity of cement the dock would take?"

Answer—"If I had not always been under the impression that the cement required for the dock was here I should most probably have done so."

Question—"Were you in ignorance of the existence of Mr. Sproat's letter concerning cement until it was produced before the committee?"

Answer—"I was."

Question—"When the question of including the cement in the dock contract was considered by you and Messrs. Walkem and Beaven did either of those gentlemen inform you that Mr. Morris had suggested when the cement was purchased that that cement should be included in the contract?"

Answer—"I do not remember anything being said about Mr. Morris in the matter."

Farwell, page 27: "I always considered the 716½ tons of cement were intended for the construction of the main dock. I never saw or heard of Mr. Sproat's letter with reference to using the cement on the cofferdam until I saw it mentioned a few days since in the newspapers." In answer to other questions Mr. Farwell said that the dock correspondence "was supposed to be" in the Land Office. "In all probability," he "read it all." Mr. Sproat's letter could not have been in the Land Office with the dock correspondence when he was in that department.

Vernon, page 38: Question—"Were Mr. Sproat's letters referring to cement supply with the dock correspondence in the Land and Works department?"

Answer—"I never saw any of the letters referred to."

Sproat's letter 2d Jany., 1874: "The idea would be not to have a long temporary cofferdam, but to dredge the bottom and lower down the blocks of concrete, sending a diver down occasionally, and thus build the walls, and afterwards have a short temporary cofferdam in front of the entrance. Ordinarily a contractor if he took the whole job for the walls would *get his own cement* from England, but as no one on the spot may do this, and arranging it might take time and throw the beginning of the sea wall into 1875, *Mr. Morris suggests that a contractor should agree to take the cement which the government may have ordered, and he thinks a contractor would gladly do this, as the government could import the cement more cheaply than a contractor could.*"

Memorandum: The government evidently kept everything dark in connection with the cement. It would have been better had they before letting the dock contract taken the resident engineer into their confidence. The advice of Mr. Morris would then have been acted on, and tenders would have disclosed the total cost of the dock and the enormous quantity of cement required to build it. The result would have been modifications in the specifications, reducing the cost without impairing the strength and solidity of the work. The reason why an artificial stone dock was decided upon instead of one of natural stone was because Mr. Walkem led the engineers to believe it would be cheaper to import cement at about $40 per ton and turn it into artificial stone than to use the trap sandstone and granite to be obtained either close to or within a few miles of the dock site. Before Mr. Kinipple decided on the kind of dock best to build he consulted Mr. Walkem, then in London. Mr. Walkem, in his evidence, page 1, thus describes the conversation: "When Mr. Kinipple asked me in November or December, 1874, the prices of labor here *he concluded from my reply* that it would be better to build the dock throughout of concrete." Mr. Kinipple evidently favored a stone dock, as Mr. Walkem (page 12) says Mr. Kinipple "spoke of sending stone fully dressed either from Cornwall or China."

It certainly looks as if Mr. Walkem's information to Mr. Kinipple was more extraordinary than valuable; that in fact it misled him into a concrete dock. Mr. Bennett informed the committee that all the docks at Cardiff with which he had been connected were of stone; that a cement, or rather concrete dock was a new feature in his experience.

With regard to the contractors taking the cement off the hands of the government at cost price, as recommended by the engineers, Hon. J. W. Trutch, in reply to a question, answered: "I don't see any reason why they (the government) should not have acted upon such advice if given. I think such a course would have been preferable for the government, thus relieving them of all responsibility in relation to the cement from the time of its arrival until used."

Report.

10. "That shortly after the dock contract was let the site of the dock was changed 43 feet 6 inches by Mr. Bennett, and that the chief commissioner of Lands and Works was unaware until recently that such a change had been made."

Evidence.

Farwell, page 27: "I believe the site of the dock has been moved to the south 43 feet 6 inches. This alteration entails more excavation and decreases dumping space."

Mr. Robertson, page 34: "When we commenced the dock work we were not furnished with plans until some months after we commenced work. Until we got the plans we were not aware of the exact distance the dock site had been moved. The damage to us by moving the dock site cannot be estimated at present, as it is accruing every day and will until the completion of the work. All materials for concrete, sand, shingle, coarse gravel and cement, being landed on the wharf. Had the dock site not been moved the concrete mixer could have stood on the wharf, the sand and gravel shoveled direct from the pile into the mixer, and the shute would have conveyed the concrete right on to the work. As it is we have to erect expensive trestle work to build tramways on to run the concrete mixer and cars, 43 feet 6 inches out to the wall. Stone and all other material used has to be taken out over those tramways. Had the dock site not been moved, with a derrick we could have lifted the stones off the wharf and set them on the work. The moving of the dock site entails double handling of material."

Bennett, page 40, referring to the change of the dock site:

Question—"Did you recommend the change to the chief commissioner, and did he approve of it?"

Answer—"I may have mentioned the matter to him verbally, but do not remember doing so."

Question—"What is your estimate of the cost of removing the 43 feet 6 inches between the quay wall and the dock?"

Answer—"I have not yet made the calculation, but will do so."

Memorandum: The extra cost to the Province of the change of dock site it is at present impossible to determine. The cost of excavating the 43 feet 6 inches across the face of the dock to the necessary depth has not been estimated, neither has the difference to the contractors of the change made. Whether the change of dock site releases McNamee and Co.'s bondsmen is also another important point.

Report.

11. "That complaints were made from time to time by the contractors to the chief commissioner of Lands and Works of the inferior quality of the cement supplied them, and that the quantity was not increased to make good the standard of strength required by the specifications."

Evidence.

There are a number of letters from the contractors complaining of the cement. The following is one of them:

To the C. C. of L. & W., 21st Nov., 1881: "We regret to state that the cement furnished by the government proves to be utterly unfit for use. In our communication of the 1st August last we drew your attention to the defective state of the cement. Notwithstanding our communication its use has been insisted upon and we have laid over 1400 cubic yards of brickwork, using the cement composition as directed by the inspector. We now have every reason to believe the proportion of cement to sand has not been increased in proportion to the decreased strength of the cement, as provided by the specifications. Furthemore, and against our protestations, large quantities of damaged cement have been crushed up and mixed with the first sifted cement and used in the work. In evidence of the accuracy of our statements, we regret having to inform you that the cement (so-called) in which brick were laid some five or six weeks ago has not set up to the present time, and that in consequence water is forcing its way through the works. We decline all responsibility consequent upon the inferior quality of the cement, and again protest against further use of any other than that stipulated for in the specifications. We beg to draw your attention to clause 106, and bitterly complain of the non-fulfilment by the government of the warranties and obligations therein contained. For all delays and all damage and loss occasioned, or which may be occasioned by such non-fulfilment we shall hold the government fully liable."

Memorandum: It will be seen further on that cement was used of an inferior quality; that the quantity used was less than the specifications called for, and that Mr. Walkem never personally inquired into the accuracy of the charges made by the contractors in the foregoing letter.

Report.

12. "That the chief commissioner of Lands and Works never examined the book of tests kept by Mr. Bennett to see what the quality of the cement really was, nor did he inquire whether the proportions of cement had been increased as required by the specifications."

Evidence.

Bennett, page 26: Question—"In making up the quantity of cement to bring it up to the required standard, did you act on the advice of the chief commissioner, on the specifications, or on your own opinion?"

Answer—"On my own opinion."

Question—"How often did Mr. Walkem examine your record of tests?"

Answer—"I don't think he has ever seen the book."

Question—"Did you ever report to Mr. Walkem the amount of cement you ordered to be added from time to time towards making up the standard required by the specifications?"

Answer—"No."

Question—"Did he never require you to do so?"

Answer—"No."

Question—"Did he ever ask you how much cement you were adding on account of deficiency of quality?"

Answer—"No."

Question—"Did he know that you were adding any cement to make up the deficiency?"

Answer—"I don't know whether he did or not."

Memorandum: The clause relating to cement in the specifications reads as follows: If the sample test cement bricks "do not bear a satisfactory tensible strain or dead weight of 750 pounds to a section of 1½ inch by 1½ inch the cement proportions to be used shall be forthwith increased in quantity in proportion as the tests may fall below the standard, or decreased in quantity in proportion as the tests may rise above this standard."

The quality of the cement used is given by Mr. Bennett in his evidence, page 39: "Since I have examined the test book with greater care I find the average is not so large as I imagined. The average of oak and fir test bricks after being made 24 hours being about 490 pounds." (The instructions for testing required the bricks to be tested 12 hours after being made.) According to the specifications the quantity should have been increased a little over 50 per cent. to bring the cement up to the standard of 750 pounds. The actual increase made was only about 17 per cent. (See Bennett's evidence, page 26.) "The 7 to 1 to 6 to 1, and all the 5 to 1 to 4 to 1."

The long correspondence between the government and the contractors shows pages upon trivial matters, such for instance as whether the man at the pumps, appointed by the C. C. of Lands and Works, but paid by the contractors, had to take orders from those who paid him or not; whether when there was no pumping to do the contractors could put him at some other work; whether the rule "no work, and no pay" applied to him; whether his wages could be reduced in value in proportion to his services, and so forth. On these sort of things the C. C. of Lands and Works was all alive and deeply interested, but when it came to the most important matter of all, viz: was the work upon the dock up to the standard required by the specifications, all complaints that it was not, all evidence that it was not, were treated with marked indifference. No personal inquiry as to whether the cement being used was good, bad or indifferent was made by the C. C. of Lands and Works, or whether the proportions of cement were sufficienty increased. Serious charges made by contractors with regard to the character of the work were simply turned over to Mr. Bennett, whilst trumpery differences between contractors and a workman engrossed the whole attention of the chief commissioner.

Report.

13. "That the imperial grant of £50,000 in aid of the Esquimalt dock was conditional upon the plans and specifications drawn up by Messrs. Kinipple & Morris being approved by the admiralty."

Mr. Walkem's letter to the admiralty, 2d Dec., 1874. "As an additional security for the construction of the work to the satisfaction of Her Majesty's government the working plans for the larger description of dock will, in the event of the aid now sought being granted, be submitted for the approval of the Lords Commissioners, and the work carried on from the outset according to these plans."

Admiralty to Mr. Sproat, 22d Dec., 1974: "With reference to Mr. Walkem's letters of the 25th ultimo and 2d inst., requesting an increase of the amount of the contribution from imperial funds in aid of the proposed dock at Esquimalt, and a change in the period of payment, I am commanded by the Lords Commissioners of the admiralty to acquaint you, for the information of the government of British Columbia, that the Lords Commissioners of Her Majesty's treasury have sanctioned the increase of the amount to be contributed from imperial funds to £50,000, in lieu of £30,000, but the conditions as to payment of the money are to remain as before."

Report.

14. "That the dock plans and specifications before they were sent to this province were duly examined, signed and approved by Colonel Paisley, on behalf of the Admiralty."

Evidence of Kinipple & Morris to the Chief Commissioner of Lands & Works, 13th February, 1877.

"We have this day received from Col. Paisley contract plans of Esquimalt dock (11 in all) duly signed, which, with the printed specifications, conditions, bills of quantities our Mr. Morris will take with him to Quebec on the 15th inst., and forward them on from there should you not require his presence in Victoria this year, but should you wish him to visit the works this spring he will bring them with him."

Report.

Memorandum—It is evident that the approval of plans by the Admiralty was not a mere formality. From the following letter it appears that the original intention was to have a timber floor to the dock, but the Admiralty determined to have the floor of dock of stone with concrete underneath. This was a costly change. Mr. Robertson, in his evidence, page 35, when asked, "In what part of the Esquimalt dock is the greater quantity of cement to be used?" replied, "The whole bottom of the dock is covered with concrete to a depth of 6 feet 9 inches by about 400 ft. in length and 90 ft. broad." About 1500 cubic yards of cement go into that bottom, equal to about 1700 tons. It will be observed that the cement was bought about two years previous to K. & M.'s letter.

Kinipple & Morris to the Chief Commissioner of Lands and Works, 7th Sept. 1876.

"We are glad to be able to state that we have now obtained the final approval of the Imperial Government of the plans for main dock works. In our first designs submitted to the Admiralty we proposed, with a view of reducing the cost, to have a timber floor to the dock. This was objected to on the ground that difficulties might arise hereafter as to who was responsible for keeping the bottom in repair. Under these circumstances the Admiralty determined to have the floor of the dock of stone with concrete underneath, and the plans are being finished in accordance with that decision."

Report.

15. That Mr. Walkem, the C. C. of L. & W., before letting the dock contract made extensive alterations in the specifications, largely substituting himself for the engineers, thus increasing his own powers and reducing their responsibility.

Memorandum — Notwithstanding that Mr. Walkem admitted before the committee that he knew no more about docks than he did about surgery. He went through the specifications and in dozens of places struck out the engineers Kinnipple & Morris and substituted himself as C. C. of L. & W. The result is that the responsibility of the conduct of the work and all changes in quantities, etc., has been assumed by the province—a most imprudent and presumptuous change to make.

Report.

16. That this substitution by Mr. Walkem of himself for the engineers was done contrary to the advice of the engineers, as expressed in their letter of 20th Jan., 1876, to Mr. Beaven, in which they state that they had themselves gone as far as they safely could in that direction."

Letter—Kinipple & Morris to Mr. Beaven, 20th January, 1876:

"In the draft copy of conditions for the main works forwarded to you by the last mail we wish to draw your attention to the fact that where it has been possible in the general direction of the works to insert the words, 'Chief Commissioner of Lands and Works,' in lieu of the words, 'Engineers,' we have done so, at the same time we venture to submit that great care should be exercised in altering the conditions in this respect."

Report.

17. That before committing this Legislature to the agreement with the Dominion by assuring it that by excluding past expenditure, the cost of the dock would fall considerably below the Imperial and Dominion subsidies, the leader of the government made no calculation which justified him in giving such an assurance. Mem.—Mr. Walkem acknowledges he gave that assurance—indeed after the cement requirements were discovered, he rose to a question of privilege concerning it in the House.

Now, as to Mr. Walkem making no calculation:

Mr. Walkem, page 7—On the 29th of December, 1879, I opened all the tenders in the presence of my colleagues and took a list of them. I submitted the lowest figures to Mr. Bennett, asking him to advise me on them and give me an estimate of the total cost of the dock. This estimate would, of course, include the cost of all cement required." Mr. Bennett, after referring to the treasury books and other information, did so on a half-sheet of paper, which he showed me. His figures, to the best of my recollection, were some $618,000. The paper on which he had made them out was in his hand at the time, but not in an official form.

Memorandum—It will be observed that this estimate was "not in an official form," that it was in fact a rough memo. on a half-sheet of paper which Mr. Bennett had in his hand at the time, and which Mr. Walkem did not read. There is no record or copy of in the government offices and the figures are merely a matter of recollection. Mr. Walkem says that "this estimate would, of course, include the cost of the cement." Had Mr Walkem read it over he would have seen that it did not contain a single pound of cement. We have seen by the evidence that Mr. Bennett had been kept in ignorance of the purpose for which the cement was purchased; that he had never been informed that the cement bought before he was employed as resident engineer was got for a cofferdam, and as it was not built of concrete the cement was "turned over" to be used in the dock work. As Mr. Bennett states in his letter to the Chief Commissioner of Lands and Works of 28th Feb., 1882, his former memos. on the probable total cost of the dock were based on the assumption that all the cement was here.

In February, 1881, I was Chairman of a Graving Dock Committee. Excellent granite had been obtained by the contractors on the coast of the mainland, superior to anything known to exist on the Pacific. A number of members (among them myself) were impressed with the advantage of substituting granite for sandstone if the change could be made at a cost not exceeding the Imperial and Dominion subsidies. So we called for an estimate of the cost of the dock, and as the government had not such an estimate, we asked Mr. Bennett to make one out for the information of the committee. Not having the means to verify its accuracy, knowing nothing whatever of the history of the cement purchase, not having seen the dock specifications or contract, the committee were of course not in a position to pass judgment on the correctness or otherwise of the estimate, they therefore took care not to do so; they left that to the government with its special information and knowledge. All the committee did was to report as follows: "Your committee recommends to the favorable consideration of the government the desirability of having granite substituted for brick and sandstone if reasonable arrangements can be made with the contractors which will keep the expenditure upon the dock within the limits of the grants agreed to be given in aid thereof by the Imperial and Dominion governments."

I mention these facts as Mr. Walkem in his evidence endeavors to throw the blame from off his own shoulders on to others, and in one place tried to create the impression that I had had an estimate prepared to examine into the cost of the dock, and was to blame as much as himself for not discovering its inaccuracy; whereas the fact was the inquiry of the committee was directed to the question of substituting granite for sandstone in the dock work, and not to ascertaining the cost of the dock.

Report.

18. That the chief commissioner of Lands and Works took no steps to verify or disprove the accuracy of Mr. Bennett's estimate of 12th November last of 4,400 tons of cement being required for the dock until the 21st of December, when he sent a telegram to Messrs. Kinipple and Morris.

Evidence.

Walkem, page 3: Question—"Has the government received from Mr. Bennett the figures of his calculation showing how his estimate of 4,400 tons was arrived at?"

Answer—"No; but I subsequently sent a cablegram to Kinipple & Morris (with a view of checking this estimate) for their estimate of total amount of cement required for the dock by the specifications, to which they replied 5,000 tons. This would include the 700 odd tons which arrived here in the first instance. No calculation has been made here by any one else for the government."

Question—"Can you give the committee the date of your cablegram to Kinipple & Morris?"

Answer—"December 21st, 1881."

Question—"What was the date of Mr. Bennett's letter in which he advises you that 4,400 tons would be required?"

Answer—"12th November, 1881."

Question—"What reason do you give for not having had an estimate made in your office with a view of verifying Mr. Bennett's estimate?"

Answer—"Because I got him to check his estimate carefully more than once, and he assured me that he could not possibly be wrong."

Memorandum: The delay of 39 days in communicating with Kinipple & Morris is most extraordinary. Had Mr. Walkem written at once to that firm he could have received their detailed estimate and full explanation by letter by the end of December. Instead of doing this Mr. Walkem waits until the 21st December and then telegraphs about it at a cost of half a dollar per word. The reply came in the same way, and was necessarily brief. The committee could not find as late as the 20th March that any letters had passed between the engineers and the government on this very important cement matter.

Report.

19. "That the Commissioner of Lands and Works, never asked for or obtained Mr. Bennett's calculation so as to have it checked by competent persons, until your Committee called for it."

20. That your Committee having discovered errors in Mr. Bennetts' calculation requested him to make another, which shows an increase of about 1000 tons.

Memorandum—When the Committee called for Mr. Bennett's estimate and it was handed in, they found it was only a brief memorandum, that 4,400 tons would be required. At the request of the request of the Committee Mr. Bennett was then asked to make out a detailed calculation showing how he had arrived at the quantity of 4,400 tons. After examining Mr. Bennetts' calculation and checking the quantities by the contract quantities, the following question was put by the Committee to Mr. Bennett "Can you inform us why in your calculation of the brickwork you have only 244 cubic yards of 4 to 1 composition and 256 cubic yards of 3 to 1 composition, when the specifications show over 6,000 yards of brickwork in composition?"—Answer "I see since my attention has drawn to this point that my estimate will require revision."

(Continued on last page.)

Daily Colonist.

TUESDAY MORNING, JULY 18th, 1882.

L. P. FISHER, Advertising Agent, 21 Merchants Exchange, San Francisco, is authorised to receive advertisements for the columns of this paper.

FINANCE.

We are glad to see that Mr. Beaven in Saturday's *Standard* admits by the figures from the public accounts that he misrepresented at his Philharmonic Hall meeting the proportions of the provincial debt created by the Walkem and the Elliott governments respectively, and that the corrections made by the Opposition speakers at last Wednesday's meeting placed the fair share of debt responsibility upon both governments. Mr. Beaven, if he knew what he was talking about at the time, must have been aware that he was attempting to deceive the electors when he asserted that the only portion of the debt to be attributed to the Walkem government, of which he was a member, was $475,000, and that the remainder, about $700,000, was created by the Elliott government. By Mr. Beaven's correction in the *Standard* we see that he confesses the Walkem government's expenditure over revenue was $474,356; and that besides this they left $217,624 of liabilities for the Elliott government to pay, a total of $691,980; and that the balance of the provincial debt, "for which the Elliott government are solely responsible," is $485,113. It is now in order for Mr. Beaven to make other corrections to his speech. We call his special attention to the misstatement that with debts amounting to "a total of $330,000 and assets amounting to $90,000, the Walkem government had *almost immediately* after taking office to provide $240,000." Debentures for $65,000 were certainly paid off; but how? By issuing other debentures for $45,500 and paying $20,000 out of assets left by the Elliott government and collected by the Walkem government. From the recapitulation of expenditures to 31st December, 1878, we find that the total amount of arrears to 30th June paid by Mr. Beaven amounted to $27,447. The greater part, if not all, of this sum was paid out of assets left by the Elliott government and collected by Mr. Beaven. We consider that Mr. Beaven in condemning the Elliott government for selling the debentures issued under the loan act of 1877 below par, acted with great unfairness, for he knew that a loan was necessary to pay the bank the heavy overdrafts of the Walkem government, of which he was a member, and that the bank only allowed additional overdrafts rendered necessary by the large payments falling due on account of contracts let by the Walkem government on the agreement that "the disposal of the bonds be placed in the bank's hands for negotiation in London on behalf of the government, and the bank to have a lien upon the proceeds of such sale for any advances which may then be due by the government." What the Walkem government should have done before incurring enormous liabilities was to have arranged beforehand for means to liquidate them. This they did not do, and the result was the Province was plunged so heavily into debt that it had to procure moneys at any price and in any manner. We would remind Mr. Beaven that so hard driven for ways and means were the Walkem government, of which he was a member, that they had to borrow $30,000 at 8 or 9 per cent., and pay a two per cent. commission to an agent to get it at even that rate. This was a far worse financial transaction than selling 6 per cent. bonds at a small discount, and if Mr. Beaven is candid he will frankly admit it.

TO THE ELECTORS OF VICTORIA DISTRICT.

Before the next weekly issue of *The Colonist* shall reach you the great political battle will have been fought and decided.

There was never a time since the confederation of the province when your votes were of as much importance as now.

The government have failed in everything they have laid their hands upon Every interest they have undertaken to advance they have blighted.

The Island Railway;
The Drydock;
The Chinese Question;

Have all come to grief in their hands. Two of the men who are in a great measure responsible for these failures are now seeking a renewal of your confidence One of these is Mr. T. B. HUMPHREYS, a non-resident and non-voter of your district. He has been for the past four years in a position where he might have aided you materially.

Has he done so?

We know that your answer must be in the negative. Not alone has he failed to do anything for you, but his colleague, Mr. McILMOYL, has given a slavish support to measures which he must have known were prejudicial to the district which he represented.

Opposed to Messrs. Humphreys and McIlmoyl you have Messrs. McTAVISH and JOHN, candidates with large interests in your district, and who were raised among you. They offer themselves for the purpose of correcting the abuses which your members have assisted to create.

Among the evils which Messrs. JOHN and McTAVISH propose to correct is the unequal system of taxation which the present government has introduced and to which the farming districts have been compelled to submit.

The Opposition candidates have no interest in any claims against the government on drydock or other account. Their interests will be your interests. Living in your midst as they do, they will be at all times accessible, and instead of consulting you but once in four years, and then only on the eve of a general election, they have pledged themselves to meet you in public meeting once every twelve months and hear a statement of your wishes.

For these, and other reasons, we advise you to go to the polls on Monday, the 24th July, and cast your votes for

McTAVISH AND JOHN.

The former members you have tried and found wanting. Discard them and vote for men who are neither office-seekers nor professional politicians, but who are farmers and property-holders like yourselves.

Never Be Without It.

Tourists and all who are subjected to a change of climate, water, diet &c., should never be without Dr. Fowlor's Extract of Wild Strawberry, the infallible remedy for all Summer complaints. (5)

Acid Stomach, Headache, Heartburn, and Indigestion are quickly cured by using Perry Davis' Pain-Killer. Bathing the head freely in Pain-Killer will usually relieve the most severe attacks of Headache. 4

A Gross Injustice.

TO THE EDITOR:—I hope if you have a spare corner that you will allow me to state a few facts as a warning to settlers what justice in the matter of roads (or anything else, I should think) they may expect from the present government. In 1877 a public road was *gazetted* to my farm about 600 yards from the West Saanich road. When about to clear out the road obstructions were placed in my way by one of the men who owned the land. The then surveyor-general induced me to take as a temporary measure a track through the bush, with the agreement that should the owner of the land obstruct the tract, the government would at once open the public road. Last year the owner of the land gave me notice that I must get the public road opened, as he was about to close the track. Since then he has actually done so. I then applied to the government to keep up to their agreement and open the public road, or else give me authority to do so; but could get nothing but promises, which were never kept. On the 3d of May last I got a petition signed by my neighbors setting forth the hardships of the case. At last I got an order sent to the obstructionists to remove their fences off the line, which they paid as much attention to as the man in the moon; and now the government have sent me a letter closing up the road till after harvest on the frivolous pretext that the grain must be harvested, the said grain on the line being less than half an acre, of which more than two-thirds was sown in open defiance of the government order. No doubt the government think that they have got the two obstructionists' votes as certain, and the gain of two votes is no doubt a great deal to them at the present time. Now what is the effect of all this government jugglery to me? Why, total loss of crop this year, not having been able to get either plough or seed on to my land for want of a road, not to speak of having to pack every pound of provisions used by myself and family on my back for nearly a mile. I have had to do this ever since the 1st of last May, and of course expect to have to do so until we get a decent government, who I trust will not compel the settlers to act as their own pack mules. Of course it would be a mere waste of time for me to ask for justice from the present government any more after past experience—a measure of justice which the Dominion government would at once mete out to the dirtiest Indian on the Saanich Reserve.

Electors, what do you think now of your late member, the cabinet minister, who not two months since promised to aid me in getting the road opened, but who, I have reason to believe, has now used his influence to get it closed against me? Comment is needless. Please excuse the length of this letter. My excuse for troubling you is that as the government have done all they could by utter indifference and contradictory orders to ruin me and starve my family I wish those who may be in any way situated like me to be warned in time before the elections come off. G. S. BUTLER.

South Saanich, 15th July, 1882.

MR. BEAVEN'S FIGURES.

Saddling Him with the Debt Responsibility.

TO THE EDITOR:—Where Mr. Beaven gets his figures I cannot conceive. In his published accounts for 1881 it is stated the McCreight government for the years '71-2 expended $9233 in excess of receipts; the DeCosmos government $1156.48; the Walkem government, of which Mr. Beaven was a member, $1,115,488.86. Of this enormous total they drew on the subsidy for $339,150. The remainder was borrowed on debentures and private loans. In addition to this Mr. Beaven admits $217,624.31 due on contracts and yet he has the inconceivable audacity to say that the Elliott government were solely responsible for this debt. The Elliott government consolidated the debt and left office with the finances in order and a consolidated debt of $747,500, of which sum every dollar was incurred by Mr. Walkem's administration. How was this debt incurred? You have not forgotten the road from New Westminster to Hope. On this crazy idea over $150,000 was expended. If the money had been so spent as to be a permanent advantage to the province no one would have complained; but it was frittered away in useless works. I believe the duty of a finance minister is to control expenditure. Has Mr. Beaven done this? He proposes to borrow $227,000 this year and further increase our debt and diminish our revenue. As this will be sunk in cement made in England it will be no advantage to the province.

M. W. T. DRAKE.

A Fugitive Letter Found on James Bay Bridge.

CRESCENT TERRACE, July 14.

DEAR H—TT,—I am really grieved, not only grieved, but pained at the manner in which you are conducting your canvass. You are injuring the government by the manner in which you vilify the opposition. Your personal remarks only exasperate the electors and damage our cause. So take my advice and stop it. I have all this from the best authority. I take Pooley's case as a sample. I look upon the whole thing as not only injurious to us all but to yourself. Mr. Pooley is a gentlemen and a man of ability, and honorable, so, no matter what you say, it will only rebound upon ourselves, so I pray you stop it! stop it!

Yours truly,
R. B—N.

How Much.

TO HANS HELGESEN:—Sir,—Please inform the electors how much of the $300,000 for which the Clements Bill was offered for sale was to be paid to you for your services, and how much Mr. Hett was to get for his legal ability?

ESQUIMALT ELECTOR.

A. B. DES ROCHERS, Arthabaskaville, P. Q., writes:—"Thirteen years ago I was seized with a severe attack of Rheumatism in the head, from which I nearly constantly suffered, until after having used Dr. Thomas' Eclectric Oil for nine days, bathing the head, etc., when I was completely cured, and have only used half a bottle. 50

THE GENERAL DIRECTORY.—Canvassing work on the new Provincial Directory is nearly completed, and after Mr. Wm. Wolz, the general agent, returns from the East Coast compiling will commence; shortly after that the new work will make its appearance. *

BEAUTIFUL HAIR is one of the most striking and pleasing characteristics and can easily be obtained by using Cingalese Hair Renewer. Price, 50 cents per bottle. For sale by all druggists. * lydw

ACROSTIC--BALLOT-BOX STUFFER.

Beware, Cowichan electors, Beware!
A Salt Spring Island "Stuffer" is out "on a tare,"
Let none of your votes be mixed up with Foord,
Lot your notes be considered when he's "gone by the board."
Of all the good men who are out for to win;
The ballot-box stuffer will never get in,
Because he's a "crammer" as well as a stuffer,
Or anything else, he's a pretty good "buffer."
Xamine his phiz and you then can discover
Such beautiful outlines that Darwin would shudder
To trace back the origin of what or what was the the other
Uncle to a ballot-box stuffer.
Foord is the man of all others to win;
Foord is the man who will never GET IN.
Examine him closely and then he will stay
R Right at home if his creditors say that he may.

BAD BLOOD.

The blood is the true essence of vitality, without pure blood there can be no healthy action in the system. Boils, blotches, pimples and the various humors and blemishes of the skin are only symptomatic of bad blood—that needs purifying at its fountain head, to render its tributaries pure. Burdock Blood Bitters effectually cleanse the blood from all humors, obtains a healthy action of the liver, bowels, kidneys, skin etc, and strengthening while it regulates and purifies. (1)

CANADIAN TARIFF.—Copies of the Canadian Tariff, with all the recent changes at *The Colonist* stationery store. Price 30 cents.

THE largest assortment of Blank Books in the city at *The Colonist* Stationery Store.

NEW ADVERTISEMENTS.

WANTED.

MESSENGER FOR GOVERNMENT HOUSE
Apply to
CAPT. TATLOW,
At Government House, between 10 and 12. jy18

THE VICTORIA
VINTNERS' ASSOCIATION.

THERE WILL BE A MEETING OF THE ABOVE on
THURSDAY, 20TH JULY, AT 2 P. M.
In the room above the Omineca Saloon. All the members are requested to attend. jy18

POLITICAL.

MR. A. S. FARWELL REQUESTS THE ATtendance of all voters interested in the approaching election for Victoria District on—
TUESDAY, July 18th, at the Prairie Tavern.
THURSDAY, July 20th, at Hendersons.
SATURDAY, July 22d, at Cedar Hill Schoolhouse.
jy18

SALE OF WORK.

THE BISHOPSCLOSE LADIES' WORKING PARty will hold a sale of
USEFUL CLOTHING & FANCY ARTICLES
On THURSDAY, July 27th, 1882 at Angela College (by kind permission of Miss Dupont) from 2 to 6 o'clock.
Proceeds devoted to the Mission Fund. jy18

FOR SAN FRANCISCO.

CARRYING H. M. MAILS AND W. F. & CO.'S EXPRESS



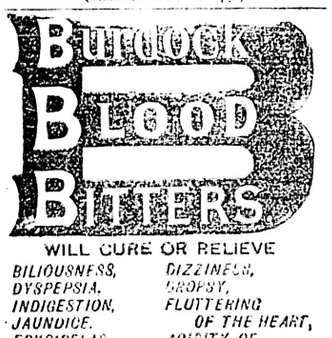
THE PACIFIC COAST STEAMSHIP CO.'S FIRST CLASS STEAMER
DAKOTA,
MORSE, CAPTAIN,
Will sail for San Francisco on
THURSDAY, JULY 20TH, AT 12 O'CLOCK.
Intending shippers are requested to make arrangements for freight as early as possible so that room may be reserved for their shipments.
Freight and Baggage for shipment by her are required to be on the wharf of the undersigned by 5 P. M. on Wednesday, 19th inst.
The steamer Woodside will convey passengers from our wharf at 9 A. M. on date of sailing.
For Freight and Passage apply to
jy 9 WELCH, RITHET & CO., Agents.

THROUGH TO YALE
WITHOUT CHANGE OF BOAT.

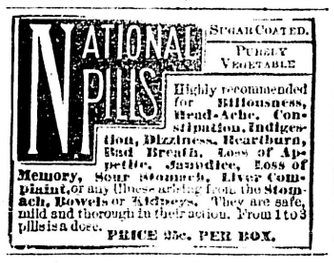
THE STEAMER
WESTERN SLOPE
CARRYING HER MAJESTY'S MAILS.
Will sail for New Westminster, Yale and Way Places
ON WEDNESDAY, JULY 19, AT 1 P. M.
Freight received on wharf any day between 9 A. M. and 6 P. M., and stored in well secured and dry sheds free of storage.
N. B.—No goods to be supplied to steamer without a written order.
For Freight and Passage apply to
W. McNISH,
jy19 At Turner's New Wharf, foot of Yates st.

POLITICAL.

THE OPPOSITION CANDIDATES, DRAKE, Trimble, Wilson and Davie, will address the Electors at
THEATRE ROYAL,
ON WEDNESDAY AND SATURDAY EVENINGS, COMMENCING AT 7:30 O'CLK PRECISELY,
When the political issues of the day, and particularly the Chinese question, will be discussed. jy14
(Standard and Post copy.)



WILL CURE OR RELIEVE
BILIOUSNESS, DIZZINESS,
DYSPEPSIA, DROPSY,
INDIGESTION, FLUTTERING
JAUNDICE, OF THE HEART,
ERYSIPELAS, ACIDITY OF THE STOMACH,
SALT RHEUM, DRYNESS
HEARTBURN, OF THE SKIN,
HEADACHE,
And every species of disease arising from disordered LIVER, KIDNEYS, STOMACH BOWELS or BLOOD.
T. MILBURN & CO., Proprietors, TORONTO.



SAN JUAN ISLAND
LIME,

FROM SCOTT & CO., ROCHE HARBOR.
jy14 J. WRIGLESWORTH, Agent.

COMMERCE HOUSE.

COMMERCE HOUSE.

GOODS!

50 Pieces Brussels & Tapestry CARPETS!

LARGE LOT OF
Axminster Hearthrugs, Hemp Carpets, Stair Carpets
—AND—
BLANKETS

DAVID SPENCER,
COMMERCE HOUSE
July 14, 1882. jy15

NEW ADVERTISEMENTS.

ALBION HOUSE CATALOGUE!

IMMENSE ARRIVAL
— OF —
NEW & FASHIONABLE
GOODS!
JULY, 1882.

Several Big Shipments on the Way to Arrive Shortly.

A. B. GRAY & CO.

Beg to announce the return of Mr. Gray from the European, American and Canadian Markets, and to intimate that by personal observation of leading styles and fashions, and by personal selections from the Choicest and Largest Stocks of Europe and America, he has secured such a Stock for ALBION HOUSE as must commend our premises to the Ladies of British Columbia who desire FASHIONABLE GOODS.

ADVANTAGES OF PERSONAL SELECTION.

In addition to obtaining Choice Styles in all classes of Goods we have been able to obtain them at greatly under regular rates, and in many cases at Half-price through several large purchases for prompt cash. We will in every case give our customers the full benefit of the bargains we have thus secured, more especially because

WE BOUGHT TOO MUCH.

Our enormous shipments coming, leave us no alternative but to mark the goods at a small advance on cost, irrespective of their actual value, and give our

BARGAINS TO OUR CUSTOMERS.

DRESS GOODS.—Notably amongst the inducements in this Department, are, Rich black Brocades, 25, 50, and 62½c.; G 4 Brocaded Cashmeres, all colors, 50c.; G 4 Plain Cashmeres, black and newest shades, 50c.; also, finest qualities Dress and Mantle Cashmeres, cheap; Mottled Mohaires less than half price, 20 yds $1.00; Homespuns, Beigis, Wincys, 12 yds $1.00; Linen Galateas, usual price, 30c. and 20c.; Heavy Navy Serge, 3 yds $1.00—ask for it. Wide English and American Prints, 10c.

FICHUS AND CHENILE DOLMANS.—Every lady ought to come and secure a share of a large line of these supremely fashionable goods which we to-day reduce to about half price, they having previously been marked in error at regular rates without allowing for the 5C per cent. discount which we obtained on their purchase.

SUNDRIES.—All the newest Laces; the latest Collarettes; the last discoveries in Ribbons; beauties in Fans at 25, 37, 50, 75c. and upwards; our 25c. Fan is simply a wonder. Long black Quilted Skirts, $1.50; 1080 doz. new Buttons opened to-day, worth from 25c. to $1.00 a dozen, now selling at 12½ and 25c.; Ladies' Chemises, 62½c.; Drawers, 50c.; Night Dresses, $1.00, Men's Silk Pocket Handkerchiefs, 50c.; 500 pairs ladies' Merino and Cotton Hose—a job—at 12½c. a pair.

NOVELTIES.—Straw Hats as worn in New York; New Sun Hats; Boys' and Girls' Sailor Hats, 25c., a new lot, worth 6 4c.; Ladies' Trimmed Hats at your own prices, we want to get rid of them; Denims, 20c.; White Cambric Handkerchiefs, 50c. per dozen; Large stock newest Ruffings; New Beaded and Chenille Gimps and Fringes; Latest shades in Trimmings; Silks and Satins.

KID GLOVES.—A very large stock in Ladies' and Gentlemens', in black, white and colored in all classes. Our Glove Department can't be beat.

JEWELLERY.—A fine Assortment plated in Bracelets, Brooches, Necklets, Rings, etc., which are selling freely the prices being right.

CLOTHS AND TWEEDS.—6-4 Fine Beaver; Big line of Tweeds for Men's and Boys' wear at bargains; Black Moleskins; Satcens; 6-4 Cheap Union Black Cloth; Ladies' Cloths, etc; Silk Metalasse for Ladies' Mantles; Cotton Sox, $1.00 per doz.

CORSETS.—We offer extraordinary value and variety in Corsets 1000 pairs on hand ranging from 50c. per pair to $5.00 pairs. See our Magnetic Medical Corset, also Gray's Patent Shoulder Brace Corset, in Ladies' and Misses' sizes, to correct stooping figures; Dress Improvers, Bustles and Hopp Skirts, latest shapes; also Children's Bands, all sizes.

GOODS OF PASSING FASHION and goods of any class which may through the course of trade become out of condition at such reductions as will ensure their sale—for instance, Fancy Dress Goods, formerly 12½c., now 20 yds for $1.00; Printed Muslins, formerly 20c. and 25c., now all 10 yds for $1.00; Striped White Extra Piques were 20, now 10c.; Fancy Linen Dress Goods, 12½, formerly 25 and 20c.; Black Barred Shawls were $12.00, now $5.50; Black Chantilly Lace Shawls were $15.00, now $10.00, and many other such lines. Cut out this advertisement and ask for the goods here mentioned.

COTTON SHEETINGS.—Horrocks 36 in. A 1 Long Cloth, 12½c; Special make in 24 yd. pieces for $2.25; Fine heavy White Twill, 6 yds $1.00; Brown Cottons, 12 yds $1.00 and upwards; Butter Cloth, 12 yds $1.00; 2 yds wide heavy Twil Sheeting, 40s., &c.; Scoured Cotton, special make.

LINENS.—Brown Hollands, 15c. good, and upwards; Double width Table Damask, 3 yds $1.00, and 40c. per yd; Fine bleached Tabling, 75c.; Table Napkins and Doyleys, cheap; Damask Table Cloths, extra value.

TOWELS.—Large all linen Towels, 25c.; Large Turkish Towels, 25c., see them; White Huck Towels, 12½c.; Extra Fine and Large Bath Turkish Towels; Bordered Bar Towels; Linen Crash, 12½c.

BLANKETS.—Real bargains. White Family Blankets, $3 50, $4 00, $5.00, $6.50, unequalled in town. Also, 1000 pairs Indian 2½ pt Blankets. Also, 3½ pt and 4 pt Blankets.

BED QUILTS.—Full Sized Alhambra, $1.00; extra large white Honey Comb, $1.50; other classes equally cheap. Fail not to see them. Also, the new Tapestry and Carpet "Never Wear Out" Covers; Oscar Wilde and other Comforters and Quilts.

PLAIN AND SHIRTING FLANNELS.—Our stock in these goods is very large and the prices marked cannot fail to interest our customers.

MEN'S GOODS.—240 pairs Merino Socks at 12½c.; also extra value socks at 25 and 37½c.; Men's Undershirts and Drawers, 50, 75 and $1.00, see them; Baltic and White Shirts at lowest prices. A line of Felt and Straw Hats selling cheap. Men's and Boys' Scotch Caps; Men's Handkerchiefs, Ties, Braces, Shirt Studs, Sleeve Buttons, Cuffs, &c., &c.

BARGAINS! BARGAINS!

We cannot enumerate the various bargains which we now offer to our patrons, but would impress upon them the fact that we have lots of goods bought cheap, in all departments, and that we can and mean to sell them at very low prices.

UP STAIRS.—In addition to the attractions presented in our well filled premises down stairs, we carry a still larger stock in our Wholesale and Reserve Departments upstairs; we are therefore enabled to give our patrons the advantages of a wholesale and retail stock to choose from.

YOUR CUSTOM RESPECTFULLY SOLICITED.

A. B. GRAY & CO.
ALBION HOUSE,
GOVERNMENT STREET, VICTORIA
jy13-2w

NEW ADVERTISEMENTS.

GENERAL ABSTRACT

SHOWING the average amount of LIABILITIES and ASSETS of the BANK OF BRITISH NORTH AMERICA, within the Province of British Columbia, taken from the usual weekly statements, during the Quarter ending 30th June, 1882.

LIABILITIES.		ASSETS.	
Notes in Circulation not bearing Interest	$ 52,050 00	Legal Tender Coin in Gold and Silver	$118,507 00
Balances due to other Banks and Branches	24,746 00	Gold Bullion	4,654 00
Deposits ON CALL not bearing Interest	147,842 00	Notes and Cheques of other Banks	9,797 00
Deposits NOT ON CALL bearing Interest	206,031 00	Landed and other Property	15,000 00
		Balances due from other Banks & Branches	179,608 00
		Amount of all other debts due to the Bank	128,424 00
Total amount of Liabilities	$429,269 00	Total Amount of Assets	$459,990 00

Amount of Capital Stock paid up at the close of the Quarter ending 30th June, 1882.....$5,000,000
Rate of last Dividend declared to Shareholders.....6 per cent per annum
Amount of last Dividend declared for half year.....$150,000.
Amount of Reserved Profits at the time of declaring said Dividend.....$855,000.

Victoria, B.C., 6th April, 1882.

(Signed) R. BURNS, Manager.
(Signed) G. H. BURNS, Accountant.

I, ROBERT BURNS, do hereby declare that to the best of my knowledge and belief the foregoing Abstract is a true and faithful account of the average amount of the Liabilities and Assets of the above Bank within the Province during the period specified, and that the same was made up from the weekly statements thereof, kept in pursuance of the provisions of the Banking Act, 1864. (Signed) R. BURNS, Manager.

Declared before me at Victoria, B. C., this 17th day of July, 1882.
jy18 (Signed) THOS. SHOTBOLT, J. P.

GENERAL ABSTRACT

Showing the average amount of Liabilities and Assets of the BANK OF BRITISH COLUMBIA within the Province of British Columbia and its Dependencies, taken from the several weekly statements for the Quarter ending 30th June, 1882.

LIABILITIES.		ASSETS.	
Notes in circulation	$[illegible] 00	Legal Tender Coin in Gold and Silver	$280,640
Balances due to other Banks and Branches	790,181 72	Gold Bullion	7,893 42
Deposits not bearing Interest	$385,136 [illegible]	Landed and other Property	20,252
Deposits bearing Interest	28,220 [illegible]	Balances due from other Banks and Branches situate within the Province	$ 2,239 21
	1,023,[illegible] 31	Balances due from other Banks and Branches situate without the Province	720,793 44
			723,037 65
		All debts due to the Bank within the Province, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description excepting Notes, Bills and Balances due from other Banks & Branches	768,222 40
		less without the Province	46,029 39
			814,250
Total Amount of Liabilities	$1,80[illegible]2 07	Total Amount of Assets	$1,801,994
Amount of Capital Stock paid up at close of the Quarter ending 30th June, 1882			$1,750,000
Rate of last dividend declared to the Shareholders			6 per cent. per annum.
Amount of last dividend declared			$81,000
Amount of reserved profits at the time of declaring such dividend			$196,120

(Signed) WM. C. WARD, Manager.
(Signed) CHAS. S. JONES, Accountant.

VICTORIA, B. C., 14th July, 1882.

I, WILLIAM CURTIS WARD, do hereby declare that to the best of my knowledge and belief the foregoing statement is a true and faithful account of the average amount of the Liabilities and Assets within this Province of this Bank during the period specified and that the same was made up from the Weekly Statements thereof kept in pursuance of the provisions of the Banking Act, 1864.

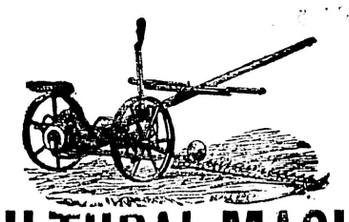
(Signed) WM. C. WARD.

Declared before me at Victoria, B. C., this 14th day of July, 1882.
jy14 (Signed) JAMES H. INNES, J. P.

THE NEW



IN
PATENT DUST PROOF CASE
C. E. REDFERN'S, GOVERNMENT ST.
ja1



AGRICULTURAL MACHINERY

THE UNDERSIGNED HAVE FOR SALE THE CELEBRATED
SMITH'S FALLS REAPER, NEW MODEL BUCKEYE MOWER,
ITHACA SULKY RAKE, FROST & WOOD'S STEEL AND IRON PLOWS,
ROOT SLICERS, CHAFF CUTTERS, CULTIVATORS, FANNING MILLS, ETC., ETC.
AND A COMPLETE STOCK OF
HARDWARE AND IRON.
FELLOWS & PRIOR, - - - GOVERNMENT ST., VICTORIA.
jy4

WANTED.
WANTED.
AT THE ALBION WORKS
A FIRST-CLASS BLACKSMITH.
jy8

WANTED IMMEDIATELY
SIX GOOD DRESSMAKERS, TWO APPRENtices and one good Buttonhole maker.
Apply to MRS. M. ADAMS,
jy7 Douglas street.

ICE CREAM ENTERT'MT.

THE LADIES OF THE CONVERSAZIONE COMmittee will give an Ice Cream Entertainment
ON THURSDAY EVENING NEXT,
AT ST. JAMES HALL, GOVERNMENT ST.
ADMISSION 25 cents. jy16

NOTICE TO HORSE BREEDERS.



IMPORTED TO VICTORIA ON THURSDAY LAST the 13th inst., Bay Stallion
FRANK HASTINGS,
Bred by Francis A. Merritt, Esq., of Napa, California. This Celebrated Stallion has taken the First and Highest Premium given at the Oregon State Fairs held at Salem, as the best Thoroughbred Stallion shown for the last three years in succession, is open to engagement for a few mares up to Monday, the 24th inst. Full particulars and pedigree can be obtained of G. F. Tilbury, Esq., at his stables on Broad street, Victoria.
TERMS—$40 Thoroughbred Mares the Season, and $25 Half-bred Mares, for Cash.
JAMES LASCELLES, Agent.
Victoria, B.C., July 15th, 1882. jy16dw

POPULAR READINGS.

MISS ADELIA R. LUSE

THE TALENTED PROFESSOR OF ELOCUTION in Willamette University, Salem, will give an Entertainment in PHILHARMONIC HALL, on
TUESDAY EVENING, JULY 18TH,
Consisting of Choice and Popular READINGS.
Admission 50 cents; Entertainment at 8. jy14

NOTICE.
FROM AND AFTER THIS DATE I WILL ONLY accept COIN FOR RENT, as well as for other Payments to be made to me.
29 LD. LOWENBERG

Headquarters Department of the Columbia.

VANCOUVER BARRACKS, W. T., June 14th, 1882.

WRITTEN PROPOSALS WILL BE RECEIVED by the undersigned at Vancouver Barracks, W. T.,
UNTIL AUGUST 1ST 1882,
FOR THE RIGHT OF EXCLUSIVE FISHING ON THE POINT ROBERTS MILITARY RESERVATION.
(Extremity of Peninsula between Georgia and Boundary Bays, Puget Sound) during the next Fishing Season.
The right to reject any or all bids, as may be deemed best, is reserved by the undersigned.
O. D. GREENE,
Major and Aeststant Adjutant General,
jy21-4w Brevet Brigadier General, U. S. A.

$25 REWARD.

THE SPORTSMAN'S CLUB OF VICTORIA OFfers a
REWARD OF $25
FOR THE CONVICTION OF ANY PERSON PERSONS WHO MAY
Violate the Game Laws of British Columbia.
By order of the Executive Committee.
W. JACKSON,
my26dwtau10 Hon. Secty.

MRS. E. BARLOW

HAS REMOVED HER DRESSMAKING ESTABlishment to
FORT STREET, A FEW DOORS ABOVE QUADRA.
Her patrons will please take notice.
N. B.—A few Rooms to rent furnished or unfurnished. jy18w

PARK HOTEL,
BEACON HILL.

FREE LUNCH.
jy12 SAM EVANS.

Daily Colonist.

TUESDAY MORNING, JULY 18TH, 1882.

SHIPPING INTELLIGENCE.

PORT OF VICTORIA, BRITISH COLUMBIA.

ENTERED.

July 17—Str Enterprise, New Westminster
Str Pilot, Burrard Inlet
Str Cariboo-Fly, Nanaimo

CLEARED.

July 17—Str Enterprise, New Westminster
Str Pilot, [illegible] Straits
Str Cariboo-Fly, Nanaimo

PASSENGERS.

Per str WESTERN SLOPE, fm Yale—Mrs P Oestling, Mrs McDonald, Mrs Woodland, Mrs Mayfield, Miss Chapman, Mrs Carvalhoe, Messrs P Ousting, W G Cameron, G Thompkins, S P Guck, M Smith, J Kteridge, W M Mullen, J Carroll, M McDonald, H Seoville, G F Brady, T Fitzgerald, A E Howse, T Connor, T Naughten, C Dunn, T Penneman, H Carrigan, H Brown, J Marey, F E James, F Whitfield, M H Quinn, P Hickey, several others and 24 Chinese.

Per str R. P. RITHET, fm Yale—Mrs Bushby, Mrs Ellis, Mrs Harvey, Mrs Fried, Mrs Jenns, Mrs Blakelock, Miss Derdinger, Miss Allen, Mr and Mrs I Oppenheimer and family, A Welch, Senator Nelson, J Siedenbach, J Bullen, Allen, Faller, Wolcott, David, Cadmore, Shore, Creighton, Thompson, G Rhode, Corbett, Hunt and 20 others.

MARRIED.

On the 15th inst., at Christ Church Cathedral, Victoria, B. C., by the Right Rev. Lord Bishop of Columbia, William Henry, youngest son of Rev. George Tyrwhitt Drake, of Malpas, Cheshire, England, to Cecilia Isabella, daughter of M. Wallace, Esq., of Halifax, N.S.

DEATH.

At the Royal Hospital, on the 17th instant, Oliver Gagher, a B. C. miner, and native of the province of Quebec, aged 40 years.

The funeral will take place TO-DAY at 2 o'clock, from Hayward's undertaking rooms, and from St. Andrew's Cathedral at 2:15 p.m. Friends are invited to attend.

VICTORIA WHOLESALE PRICES CURRENT.

FARM PRODUCE.

July 17, 1882.	
WHEAT	$24 ₱ cwt
OATS	$1 75 to $1 87½ ₱ cwt.
BARLEY—Rough	$2 to $2 25 ₱ cwt.
PEAS	$1 75 to $2 ₱ cwt.
HAY	$7½ cts. ₱ cwt.
TIMOTHY SEED	$14 to $16 ₱ cwt.
POTATOES—New	$2 ₱ cwt.
BUTTER	30 to 33 cts. ₱ lb.
CHEESE—Maple Ridge	18cts. ₱ lb.
EGGS—Fresh Island	30 to 33 cts. ₱ doz.
EGGS—Oregon	25 cts. ₱ doz.
BEEF—Dressed	$7 50 ₱ cwt.
BEEF—On foot	Gross $4 ₱ cwt.
SHEEP—On Foot	$5 ₱ cwt.
MUTTON—Dressed	$12 50 ₱ cwt.
PIGS—Dressed	$9 to $10 ₱ cwt.
PIGS—On Foot	$6 to $6 50 ₱ cwt.
VEAL—On Foot	$5 ₱ cwt.
HIDES—Green	$7 to $8 50 ₱ cwt.
HIDES—Dry	$13 to $17 ₱ cwt.
CHICKENS	$4 50 ₱ doz
FOWLS	$6 to $6 50 ₱ doz.
DUCKS	$5 to $6 ₱ doz.
TURKEYS—Dressed	25 cts. ₱ lb.
TURKEYS—Live	17 cts. ₱ lb.
GEESE	$1 50 to $2 ea.

AUCTION SALES TO-DAY.

J. P. DAVIES & CO. will sell at 11 o'clock, at sales rooms, Teas, Soap, Sherry, Groceries, etc.

Letters Detained for Postage at Victoria P. O.

July 17, 1882.

Bloomfield, Capt., Sydney, N.S.W.
Brown, R., S. Saanich
Duriel, Mons., Adelaide, S.A.
Edwards, Mrs. J., Derbee Mine, Cal.
Frandois, W. D., Wartsburg, Tenn.
Harvey, Mrs., R.N. Hospital
Lyman, Sons & Co., Montreal
Morgan, Major T. S., Tombstone, A.T.
McKee, W., Ladner's Landing
Phipps, Turnbull & Co., Sydney, N.S.W.
Reed, J. W., Port Adelaide, S.A.

THE DRYDOCK.

THE GOVERNMENT CARRYING ON THE WORK FOR McNAMEE AND COMPANY!

On Saturday evening the few workmen employed at the drydock were paid their week's wages. The receipt which they signed reads in purport as follows:

"$——

"Received on account of McNamee & Co. the sum of $——

(Signed) —— ——."

The government, therefore, instead of taking the bold and heroic step of terminating the McNamee contract and confiscating the firm's property, are apparently carrying on the work for them!

What are the electors to think of this extraordinary proceeding?

Mr. Hett announced at the Four-Mile House that the contract had been terminated and the property confiscated;

And Mr. Beaven devotes the government property, the government employés, and the government money to completing the contract for McNamee & Co.

The more the drydock matter is stirred the worse it seems.

GOOD NEWS FOR THE DISTRICTS.

Government Tax Sale Act Declared Illegal.

Settlers may rejoice and be glad. Sir M. B. Begbie has decided that the tax sale act is illegal, and the 25 per cent. added is unconstitutional. All the land sold for taxes must be surrendered to the former holders, and the government must refund all the moneys and pay damages. It is a good thing to have an honest court to stand between an oppressed people and an unscrupulous government.

Read It.

Read Mr. Wilson's address on the drydock muddle. It is an able and exhaustive effort, and places facts fairly before voters.

MORE FISH.—The Anna Beck arrived last night with the third cargo of more than 2000 fine salmon from Beechy Bay. Several hundred of those were salted as soon as they were out of the water, as salt and tubs were taken down for that purpose.

FROM YALE.—Steamers Rithet and Slopo arrived yesterday from the head of navigation on the Fraser, the former at 4 p. m. and the latter at midnight, with 26 head of cattle for Goodacre & Dooley.

WEEKLY COLONIST issued today.

THE LOCAL.

MEETING AT BURNSIDE.

A political meeting was convened at Rowland's Hotel, Burnside, last evening. Mr. E. S. Wilkinson was called to the chair, and Mr. Wm. Rowland acted as secretary.

The chairman stated that the meeting was called for the purpose of hearing the views of the candidates. He bespoke a fair hearing.

The meeting decided to hear Mr. McIlmoyl first. That gentleman repeated the address he had given at previous meetings, touching on the main line of railway, the Island railway, confederation, the dry dock and the Chinese matter. In speaking of the Island railway Mr. McIlmoyl said the lands had been locked up since 1874, and added that the claim of the Province on the Dominion for the construction of the Island line was as strong as ever. He admitted that the expenditure of $1,000,000 by the first Walkem government had not proved productive, and he had supported a system of retrenchment. He claimed that the district roads were in good order and the schools efficient. He denied that he was an advocate for having Victoria district converted into a municipality. A movement was made at the last session to give New Westminster another member, and called attention to the address of a candidate who promised to support a redistribution of seats according to population. The surplus was all expended on roads before the 30th of June.

Mr. Humphreys said he did not know of a single promise he had not fulfilled; he had tried to carry out all his pledges. The Elliott government had squandered thousands of dollars and left the country heavily in debt. The present government had paid all the debts of the Elliott government, had made roads and maintained the schools efficiently. (Mr. Dodds: "Except Craigflower.") Mr. Humphreys said the teacher at Craigflower was getting $60 a month, which was quite enough for him. He had been educated at public expense and had never done a day's work before he was "waltzed" into his present position. (Murmurs of dissent.) He referred to the Opposition candidates as raw recruits, and besought the electors not to intrust the representation to the young blood. The government had cheapened the law, and that was why the lawyers wanted to get into the house. The lawyers were a ravenous body of men. The New Westminster candidates were all inimical to the Island. They wished to increase the representation of the Mainland at the expense of the Island. He foreshadowed great evil to the Island if the Opposition went into office. (A voice: "No!") In reply to Mr. Rowland, Mr. Humphreys said the drydock would be built.

Mr. Rowland—You've lost a year on that dock, and you'll lose a dozen votes out this way if you leave it as it is. (Cheers.)

Mr. Humphreys proceeded to blame the local contractors for the failure of the dock; every assistance was given those men by the government and they had put in a claim of $50,000 against the government. Mr. Farwell, he said, was responsible for the cement blunder. The government had induced the Dominion government to begin the main line. The Dunsmuir bill meant nothing and the failure of the Clements bill was not the fault of the government. A party of capitalists now wanted to build the Island road, and if they did we should soon have it. [A Voice—And if they don't we won't.]

Mr. Farwell said the gentleman who had just spoken had kept clear of the Chinese question. The last house was returned on thatery. The Walkem government introduced a Chinese tax bill which was so unconstitutional that the late attorney general would not defend it in court. Since then nothing had been heard of the Chinese question. There is no danger of any one but Mr. Humphreys and his colleague taking a member from Victoria district. They had left Kootenay with 15 electors a member and had reduced the agricultural representation in the house. Mr. Farwell said that he knew nothing about the cement muddle. He was instructed to consult the resident engineer on all dock matters. The other day correspondence was found stowed away in Mr. Humphreys' office in which all the cement requirements of the dock were set forth. The government had complained of delays in dock work but the government were to blame by their not supplying the cement required. No member of parliament could possibly affect the result of an arbitration in the matter of the contractors' claims which must be settled by Kinipple & Morris. The provincial secretary was ignorant of the dimensions of the island reserve. He said it was 40 miles wide—it was only 20. Mr. Farwell retired amid much cheering.

Mr. McTavish said he might be a "green" candidate, but he was not a raw one (laughter). Mr. Humphreys had spoken of the government as a well-manned and officered ship; but he thought that when a captain lost his ship, as the captain of this government had done, it was time to ship a new commander (cheers and laughter). He would not favor a return to large legal fees. He believed the government had been small in great matters, and they had lost the Island railway and muddled the drydock (hear). The government had thrown away the main chance in repealing the Island reserve act (cheers). This government had damaged the chance we once had of making Esquimalt the terminus of the main line and had converted Esquimalt into the terminus of a branch line. He had heard nothing of a plot to take a member from the Island and would strenuously oppose such a measure. He was opposed to Chinese immigration, and believed the local legislature had power to diminish or stop altogether the flood of Chinese immigration (cheers). The government had twelve men employed on the dock (laughter). If the government did not make haste the cofferdam would tumble in and drown the men (great laughter). He was in favor of the maintenance of the free schools. He had nothing to do with the Elliott government. He wished to go in on his merits and if the electors thought he was worthy to represent them he would be proud (great laughter).

Mr. John said he was a thirteen-year resident of the district and understood its requirements. If returned he would do all in his power to advance the interests of his constituents. He had made no promises and would make none. Mr. Humphreys was a good speaker, but a rambling one (laughter.) He (Mr. H.) had told them unless he was returned, the district would go to rack and ruin. But he had served himself at the electors' expense and wanted to do so again (applause.) It was untrue $15,000 had been spent on Saanich road. The amount was not $12,000 and they had a few men engaged now in "shovelling" dust into peoples eyes until after the election (great laughter). When Mr. Bunster represented the district, he always told the people every year what he had done. Dr. Tolmie got the district $24,000 and Mr. Humphreys gave him no credit for that. The district wanted more money; if it did not get it the roads would soon be impassable. (Cheers.) Mr. Humphreys was a sort of fifth member for Victoria city, and not a Victoria district man at all. Mr. John assured them that he was a warm admirer of the free schools and would support them in every particular. He was in favor of the Island railway, and charged that the government had made a great blunder in dealing with a bogus company and taking it out of Canada's hands. He referred the electors to the address of Mr. DeCosmos to show that the policy of the government in this regard had been disastrous. The drydock was in a fearful muddle and the government were only carrying it on now to catch votes. He was in favor of the drydock and the government must get further aid in constructing it as the province would not have the means. Mr. Humphreys acted as finance minister in the Elliott government and signed a balance sheet showing that the Walkem government had run the government in debt $573,000 and had incurred further liabilities to the amount of $264,000. That government and not the Elliott government ran the country into debt. The country is entitled to indemnity for railway construction delays and for keeping the lands locked up and he would support any claim to that end. In conclusion he promised, if returned, to do all in his power to advance the interests of the district. (Great cheers.)

Mr. McIlmoyl rose to correct a statement of the opposition speakers.

Mr. Humphreys followed on the Chinese question.

Mr. Fell and Mr. Bunster came next with commons speeches.

Mr. Mat. Rowland gave some more counsel to the electors, and the meeting dissolved with a vote of thanks to the chairman and secretary.

What Some People Say.

That Mr. C. D. Rand has concluded to remain in charge of the school at New Westminster. This will be welcome news for the Royal civilians.

That Mr. Beaven made a strange admission at Parsons Bridge on Saturday. He said the Dominion government never held the Island railway lands, and therefore no harm was done by repealing the Island lands act.

That he must be getting mixed. In the petition that the missionary to London carried to the Queen compensation is claimed because the Dominion government had held the lands since 1874. Now what has become of that claim?

That Government House wants a messenger.

That "there is music in the 'air," exclaimed a Cockney the other evening when hit over the head with a violin.

That "what shall I do if I am turned out of office?" asked a minister of the electors in Victoria district the other evening. "Do?" cried a cynical old fellow. "Do? why go to work!"

That a government employé is of as much consequence as a Chinaman anyhow; they can dig, but they can't vote.

That Mr. Fell is now engaged in an heroic struggle to save his $200.

Work! Work! Work!

Only five working days remain before the elections for the local house will be over. The enemy is active and unscrupulous. The ministers, having adopted politics as their profession, are omnipresent, except at the government buildings, where they cannot be found. Their agents are scouring city and districts, beseeching, coaxing and threatening voters. The supporters of the Opposition tickets, as well as the Opposition candidates, must shake off their lethargy. They must strip for the fight. Business is of secondary importance in this crisis. The succeeding five days should be a period of active canvass and vigorous exertion. The sacrifice of a little ease and comfort during the next 120 hours would be a good investment. It will insure the country against a continuance of the government of imbecility and the substitution of an administration of real utility. Therefore, we advise every man who may feel an interest in the prosperity of the country to devote a portion at least of the ensuing five days to politics. Do not rest content with casting your own ballot for

Drake,
Davie,
Wilson
and
Trimble,

But each of you should bring a voter for the same candidates to the poll with you.

Esquimalt District.

This district will return POOLEY and CHILD by astonishing majorities. The enemies, however, will die very hard. They will struggle to the very last, although their cause is hopeless. Every vote, therefore, should be recorded. Personal interests should be laid aside, and electors should not begrudge the few hours necessary to travel to the polls and show their preference for thoroughly reliable and independent men, such as POOLEY and CHILD are.

Nanaimo Public Building.

We have inspected the plans of this building. It will be of cut stone, two stories and basement, situated in the centre of the town; an elaborate affair—the finest structure in the Province, and will cost $60,000 to $70,000.

THE NEW BRICK BUILDINGS ON WHARF STREET.—The handsome new brick warehouse erected for Mr. James Yates on Wharf street is fast approaching completion, the plasterers having commenced work on the lower story, and the wharf in rear of the premises is being rapidly pushed forward. The walls of Mr. Finlayson's new building are nearly up to the second story, and stone for the foundation of Jensen's hotel has been deposited on the lot at the corner of Wharf and Johnson streets, where men are at work on the excavation.

HIGH SCHOOL.—The *Hyacinth*, published by the girls of the high school, and *The Leisure Hour*, published by the boys of the same institution, have been laid on our table. The publications are creditable in every respect and give promise that several able editors in *embryo* are preparing to graduate from the high school.

DOING WELL.—Young Smith, who got his arm broken in two places and otherwise severely bruised by the runaway on Saturday last, is getting along favorably and the other boy is quite out of danger.

Dr. Trimble's address will appear tomorrow.

THE LOCAL.

MEETING AT PARSON'S BRIDGE.

At 8 o'clock on Saturday evening the meeting advertised by the local opposition candidates was called to order and Mr. John Doran of Esquimalt unanimously called to the chair. Between 40 and 50 of the electors were present.

The chairman bespoke a fair hearing for all alike, government candidates as well as oppositionists. He suggested that each speaker be limited to twenty minutes.

MR. POOLEY

Denied the report that had been circulated by his opponents in the district that the government owed him a largesum of money and that his only object was to get into the house to get the same paid. He was glad to see the premier present to hear his public denial. He then stated that he would do his utmost if returned to get the drydock built, the Island railway constructed as a portion of the Canadian Pacific line to Esquimalt, and would keep agitating against the Chinese immigration until the Dominion would be compelled to take action in the matter. He was of opinion that the local house had no power to pass an act prohibiting the immigration of Chinese. He also stated that he would if elected see that contracts for public works in the district were fairly let out, as where government money was to be expended all should have a fair chance, and on this point he had heard much complaint throughout the district. (Cheers.) Mr. Pooley then stated that as he would have a reply he would not occupy the attention of the electors longer.

Mr. Helgesen objected to Mr. Pooley speaking again at the close of the meeting.

The chairman remarked that Mr. H. had heard the proposition without objecting to it, but he would put the question to the meeting and get a vote upon it.

On the question being put it was carried almost unanimously, Mr. Helgesen being about the only dissentient.

Mr. Child was next called upon and was loudly cheered. His remarks were remarkably well received and were frequently applauded. The government policy, past and present, was condemned *in toto*, and a change he said was imperatively demanded.

Mr. Helgesen was next called upon, and said in his usual dreamy style that he had done all he could for the district; that he had been elected to support the Walkem government, and he had consistently voted with it. He was very sorry the Island railway was not being built. He had voted for the Clements bill. It had failed. The Dunsmuir Company wanted a subsidy; and though he had done his utmost to pass the Clements bill through the house, still his constituents could not blame him for its failure. He alluded to the "gang" of lawyers who wanted to get into the house to rob the public purse, especially directing his attention to Mr. Drake, who was present. He then said that he would try and get the railway built, etc., and the drydock fairly started, and then alluded to the Chinese question, saying that he had done a great deal, as the journals of the house would show, to stop the Chinese immigration. (Voice—"Produce them. There is no such record.") He then alluded to the employment by Mr. Pooley of Chinese in his garden; and that he went to Esquimalt and a man there spoke to him and said that he had a wife and family to support, and that he had applied to Mr. Pooley for work but had been refused.

Mr. Pooley—That is a pure fabrication of yours—name the man.

Mr. Helgesen—I did not say the man told me; I said I heard it. (Voice—"No, you did not; you particularized the man.")

Mr. Pooley—This is another of your false statements.

Mr. Helgesen—Don't get your shirt out.

Mr. Pooley—Electors want no vulgarity from you.

Mr. Helgeson then continued to say that if elected he would endeavor to do his duty by his constituents as he had done in the past, (laughter and cries "No, sir"), and he hoped if returned Mr. Hett would be sent with him. (Faint applause.)

Mr. Hett was glad to find that in nearly every point Mr. Pooley agreed with him particularly on the Chinese question. He attacked Mr. Pooley through the address of the senior member of the firm, which he considered antagonistic to drydock construction. He stated that Mr. Drake wanted to go into the house to get the scale of costs raised, and that he (H.) was the only lawyer at the time who approved of the reduction. (Mr. Drake—That is quite without foundation.) He was now in favor of the introduction of the American system, by which a lawyer could charge his client what he liked. (Voices dissenting—There will be no restriction.) He believed in the government of Mr. Beaven, and read a portion of a letter from Mr. Jordan, who stated that he believed Mr. Dunsmuir wanted to get hold of the railway again. (Voice—No such luck.) Dunsmuir, he felt sure, had bought the Clements company off, but how much was paid he did not know.

Mr. Drake, who was loudly cheered, said.—Gentlemen, I heard that I had been attacked behind my back at Esquimalt last night by Mr. Hett and others and I thought I would attend this evening to hear what was said. I now ask your permission to say a few words as I have been alluded to by Mr. Helgesen as one of a gang of lawyers desiring to plunder the public purse. And by Mr. Hett, as one of those desirous of getting into the House for the purpose of increasing the scale of costs. To the first remark I say emphatically, I have no claim whatever to press against the present government; and in the next place, in reply to Mr. Hett, I say that when the scale of costs was about being adopted I suggested some few alterations, some of which were accepted, some were not. The scale of costs was reduced by the late governor. Mr. Richards, and now, gentlemen, neither the local house nor the government have anything to say to or do with the tariff of costs. The matter is solely in the hands of the judges who can lower or increase the scale now in use. The judges have taken the scale now in use and I don't think they will vary it and I have never applied to have it varied. (A voice—So much for the new attorney general's law.)

Mr. Drake's remarks were repeatedly and loudly applauded.

Calls for Beaven were made mixed up with loud cries for Mr. Pooley.

After five minutes recess the meeting was again called to order.

The honorable the premier entered into a labored explanation of the claims of Reed Brothers, but some of his assertions were flatly contradicted by Mr. Drake. Mr. Beaven was surprised to find a young man like Mr. Child coming out as an opposition candidate (a voice—he is right) Disparaging remarks referring to the Elliott government were received with great dissent. He entered into a rambling description of the evils of *allowing* English contractors to perform public works in this province—floundered not a little in endeavoring to explain the position of his government with reference to dry dock matters.

(A voice—How about the repeal of the Island railway bill.) Mr. B.—Thank you. I will now say that the repeal of that act makes no difference with our position, as regards the railway lands. The government now holds the lands in reserve for any parties who may wish to build the line. I tell you now, gentlemen, that the Canadian government have never held those lands since 1874. The lands were first reserved for railway purposes in 1873, and as the railway was not commenced the Canadian government forfeited their right to the lands and they have ever since been the property of the province. The Canadian government had no claim to them. The railway act of 1875 was passed at the request of the Canadian government who tried to pass a bill through the senate to build the Island line. It did not give them any title to the lands as they failed to pass the Island railway bill—in fact, gentlemen, there was no necessity to have passed the act at all; ever since 1874 the Canadian government have stated year after year that they had no claim to the lands. The position is this: suppose I promised to give any one of you a piece of land here at Parsons bridge on condition that within a certain time you build a house upon it—what would be the result if you did not build the house? what would become of the land? (a voice—It would go back to you.) Quite so: I see you understand the position. Mr. Beaven then continued stating the government had done their best for the dock, etc., and it would only be necessary to raise some $50,000 at 6 per cent to finish it. And here was Mr. Pooley anxious to give over a work which cost three-fourths of a million to the Canadian or Imperial government (Voice—Toothin) It was a great piece of impertinence for any one to come forward in this district as a candidate in opposition to the present government (general laugh,) who had done so much for the district. The reason the Reid Bros. creditors and laborers had not been paid was that Drake & Jackson, their solicitors, had some dispute with them and wished to put in a claim for $1,500 for their costs and it was the wish of the creditors that that claim should not be paid. Mr. Pooley said the first remark he would make upon Mr. Beaven's speech is that it seems strange that the local government should visit the sins of Messrs Drake & Jackson, with whom they seem to have had some dispute upon the cofferdam workmen. (Mr. B. I did not say we had any dispute. I said we would not pay the creditors because Drake & Jackson had a claim for $1,500 for costs.) Mr. Pooley accepted Mr. Beaven's explanation and said that it still seemed strange that the government should visit their displeasure on the heads of the creditors of Reid Brothers in this province who have not been paid to this day (voice, that's so, and cheers.) He would now tell the meeting that Messrs Spratt, Sayward, & Tye (and they are the friends of the workingmen and not the government, who are large creditors of Reid Brothers, agreed to forego their claims until a final settlement was made if the government would pay the laborers, but this the government declined to do. He was not in favor of handing the dock over to Canada or the Imperial government, but wished to see the dock built without increased taxation and he wished to see it built by the Canadian government as part compensation for delays in building the Island railway; the dock would still belong to the province; this would not be giving the dock to Canada (cheers, and "a good plan too"). As regards Mr. Beavens statement, that the dock will only cost the province some $50,000 in addition to the $200,000 already spent, he could only say he did not agree with Mr. Beaven's figures. He has based his calculation on the present contract price of the dock which has not been completed on account of the figures being too low. The price of the labor will be materially in excess of the contract price and there is still a further supply of 7,000 tons of cement required (cheers, "that's so.") He expected to hear Mr. Beavens statement with regard to the position of the railway lands. If it is true good bye to our claims for compensation from the Dominion for delays, etc. On what plea was Mr. DeCosmos sent to England? Because the Canadian government were holding our lands and not building the line, that they were preventing settlement of the lands, and that they were doing and had done the province great injury by stopping immigration. And now, gentlemen, if Mr. Beaven's statement is correct, that the Canadian government never held those lands or had a claim to them, the position taken by Mr. DeCosmos was a false one, and the petition of the local house to the Queen pure buncomb. He would accept Mr. B.'s position as correct, and he still thought the government are liable for delays. Lord Kimberley has stated so in his basis of settlement—an opinion formed upon the facts as placed before him by Mr. DeCosmos. He would always urge our claim for compensation. (Loud cheers.) Mr. P. then alluded to the question of taxation, and stated he had drawn from Mr. Beaven an acknowledgment on Friday evening that the late Walkem government left the Elliott government some $600,000 to pay off. Mr. Beaven, instead of reducing taxation, had added 25 per cent. and 18 per cent. interest on the top of that. (Groans.) Mr. Pooley also alluded to Mr. Beaven having reduced the allowance to witnesses from $3 a day to $1. (Mr. Beaven—I did not do it; it was the government.) Perhaps so; you were finance minister at the time, and when I spoke to you you said $1 a day was quite enough for them, and on my representations the amount was raised to $2, which I still think too small pay for those who are compelled to leave their work at any time to attend their neighbors' business. (Loud cheering.) (Voice—What about the Island railway bill?) Thank you; I had forgotten that. If, as Mr. Beaven said, the act was not necessary when it was passed, then it was a great fraud upon the house of assembly and the public; and I cannot see, if Mr. Beaven's position is correct, what was the necessity of repealing the act. (That's so.) Mr. Pooley then alluded to Mr. Beavens' strong appeal for his portfolio; that he was obliged to come to this district to talk up his attorney-general, who had been appointed to that position after four legal gentlemen had refused to accept the post, and after Mr. Drake had declined the offer to form a ministry. He came in, gentlemen, as a makeshift attorney-general at the eleventh hour to support the government of his friend Mr. Beaven. (Loud cheers. Dissent from Mr. Hett and Mr. Beaven.) Gentlemen. Mr. Drake is now present, and is in a position to substantiate what I have stated. Mr. Pooley stated that Mr. Hett had objected to the electors voting for Mr. Child as he was an ENGLISH farmer. Now, gentlemen, I think you will agree with me that an English farmer is as good as any other farmer, even though that other be a Russian or Norwegian. (Loud and prolonged cheers.) Mr. Pooley then thanked the electors for their courteous hearing. There were several other matters he would like to allude to, but the lateness of the hour was a bar to any further discussion. (Great applause.)

After a vote of thanks to the chairman the meeting separated.

Municipal Police Court.

(Before Hon. A. F. Pemberton.)

JULY 17th.

James Archie charged with being drunk and disorderly on Saturday morning was fined $1 25.

John Wilson was charged with a similar offence, was stated to be out on bail, and as he did not appear his bail of $5 was declared forfeited to which was added $1 for costs.

REFUSING TO DO DUTY ON SHIP.

The case of T. W. Fry, 1st officer on board the Lady Head, for refusing to do duty on that vessel, remanded from Friday last, was continued.

Some discussion ensued as to whether the defendant's testimony could be taken when his honor gave his opinion, that he considered him competent to give evidence in the case. He also suggested that with a view to saving the expenses of the courts, the parties in the case should go before Mr. Hamley, collector of customs, and try and arrange the matter. To this Mr. T. Davie on behalf of the defendant finally consented.

Mr. Jackson said he thought it his duty under the circumstances to press for whatever the plaintiff was entitled to under the English Merchant Shipping Act, and this did not at all interfere with the right of the defendant to enter a complaint against the captain at the shipping office.

Both parties at last agreed to take a day for the consideration of the matter.

Supreme Court.

(Before Sir M. B. Begbie, C. J.)

MONDAY, July 16.

Murne vs. Morrison.

An elaborate judgment in this case was delivered yesterday by the Chief Justice. Honorables Justices Crease and Gray occupying seats on the bench, but not taking any part in the proceedings. It is a very exhaustive and important document and occupied an hour and a half in delivery.

The 25 per cent. additional for non-payment of taxes is declared illegal. Appointment of assessors are invalid, and all sales under the tax act are null and void.

Plaintiff recovers costs.

Mr. Morrison will now proceed against the government for selling land that did not belong to them. He is said to be perfectly satisfied with the judgment and will not appeal it.

ENJOINED.

The Corporation Workmen Stop Operations at the School Reserve.

Mr. Justice Gray has issued a temporary injunction to restrain the corporation workmen from opening Yates street through the school reserve. Papers were served on Saturday at the instance of the school trustees and work was not continued yesterday. It appears that the local government last summer passed an order in council to permit the street to be run through the reserve and under this order the city authorities have acted. It is asserted that the school reserve and Beacon Hill were never properly reconveyed by the Hudson Bay Company to the Crown and that they properly belong to the Island railway belt. The affair presents another gloomy muddle for the contemplation of the electors at the approaching contest.

REINTERMENT.—The body of the late Jno. Hutchinson was exhumed Sunday by four men specially engaged by the corporation and reinterred in 6 feet of ground in the Methodist block. It was found that the coffin was originally placed 23 inches below the surface, and the friends of the deceased who were present in large numbers, were loud in their condemnation of the civic authorities for permitting this outrage to occur. It is to be hoped that in future the cemetery committee will issue orders to the grave digger to dig graves at least 6 feet deep. A full investigation will take place by order of the council into all the circumstances connected with this reprehensible proceeding.

THE MONKEY AGAIN.—Some months ago a monkey entered a private residence at James Bay and bit several children. He was banished by his owner and has recently found a home—of all places in the world—at Government buildings under the protecting care of the premier! Within the last few days the brute has bitten three children, one very severely, in the leg. Why the premier should harbor a monkey, of all things in the world, we cannot possibly imagine, unless there be some political chicanery enveloped beneath the monkey's skin. In any case the animal should be destroyed, even if its death should encompass the downfall of the government.

FOR THE NORTH.—Steamer Otter will leave for Simpson and way ports this evening. Among her passengers will be Rev. T. Dunn and Mrs. Dunn, who are going up to engage in mission work under Bishop Ridley. Rev. Thos. Crosby and family, Rev. D. Jennings, Rev. J. Woods and Miss Hendry are also entering the Methodist mission field, Miss Hendry as matron of the Port Simpson Indian Home. Mr. Jennings will have charge of the mission school, and Mr. Woods goes to Naas.

ENTERTAINMENT THIS EVENING.—Miss Adelia R. Luse the talented professor of elocution in Willamette University will give some choice readings this evening in Philharmonic Hall under the auspices of the Methodist Ladies' Aid Society. This young lady is very highly spoken of as an elocutionist and the opportunity of hearing her should not be missed.

GO-AS-YOU PLEASE.—Neaves and Sheridan have arranged for a 24 hour go-as-you please match for $250 a side. Deposits of $150 each were put up on Saturday night last, and the contest will come off on the 28th inst. at the Skating Rink.

MR. SMEATON'S new brick building on Government street is now nearly ready for the roof, the walls of the second story being about completed.

Marine.

The Pilot took the barque Escort out to sea last evening.

Steamship Sardonyx left San Francisco on Sunday last with a good freight and will be due here to-morrow morning.

Barque Herman, Capt. Hanson, in ballast, 51 days from Peru, and consigned to Messrs. Welch, Rithet & Co., arrived in Royal Roads on Sunday.

Barque Germania arrived on Sunday from Wilmington to load coal at Departure Bay.

Ship J. E. Graham, Capt. Cochrane, arrived in Royal Roads Sunday from Japan for orders.

Alexander goes up with the barque Germania this morning to Departure Bay.

MEETING POSTPONED.—The meeting called by Mr. Farwell at Prairie Tavern for this evening is postponed.

THE licensed victuallers will meet on Thursday at 2 p. m.

The well known drug firm of N. C. Polson & Co., of Kingston, writes that Dr. Fowler's Extract of wild Strawberry has long been considered the best remedy for summer complaints in the market, and adds that their customers speak in the highest terms of its merits. Wild Strawberry is the best known remedy for Cholera Morbus, Dysentery and all Summer complaints. (6)

All sensible people, suffering with rheumatism, use Pfunder's Oregon Blood Purifier. *

AUCTION SALES.

THIS DAY,
J. P. DAVIES & CO.
AUCTIONEERS.

Tuesday, July 18th, 1882.

We have received instructions from Messrs. WELCH, RITHET & CO. to hold by Public Auction, at salesrooms, Wharf street, Special Sale of a straight invoice of

NEW TEAS,

Just at hand, via San Francisco, ex SS SARDONYX.

JAPAN TEAS.

10 chests Japan Tea "Globe," ea 30 1-lb. papers
10 do do ea 60 do
5 do do ea 8 4½-lb bxs

CHINA TEA.

10 half-chests M. & Co. Eng. Bkfs. Congou, bulk, 60lb. ea.
10 do Lotus do 60lb. ea.
5 mats "MM" do 8 10-lb bxs.

STRAW WRAPPING PAPER.

10 bales ea. 10 reams Elephant Straw Paper, ea. 30-lb reams.

SOAPS.

10 boxes Paragon Soap ea. 60 1-lb bxs.
10 do Hanlan do do

SHERRY.

1 qr. csk "London Club Sherry (super.)
1 do "Fine Dinner" do

SUNDRIES.

1 case Pat. Barley, 8 doz. tins
1 do Groats do
4 cases Eastern Dried Peaches, 50 lbs. ea
5 doz. Washboards

VARNISHES.

By order of Messrs. FINDLAY, DURHAM & BRODIE, a small invoice, to close consignment, of Harland & Son's Medium Body, Railway, Pale Carriage, Black Japan, Pale Rubbing, Gold Size, Inside, Outside and Hard Oak Varnishes.

WAGON—1 Express Wagon,
HORSE—1 Farm Horse.

TO CLOSE CONSIGNMENTS.

30 cases Malt Vinegar.
8 do Preserved Provisions.
2 do Mustard.
3 do Worcestershire Sauce.
2 do Pickles.
6 casks Blacking.
12 Boxes Self-polishing Ebony Blacking

J. P DAVIES & CO.,
jy0 Auctioneers.

NOTICE TO CONTRACTORS.

NANAIMO POST OFFICE BUILDING.

NOTICE IS HEREBY GIVEN THAT THE TIME for the receipt of tenders for this work is extended to 22nd JULY, 1882, and the attention of intending tenderers is particularly called to an additional clause attached to the specification since it was placed on view, prescribing certain alterations of the ground plan of the building and of the elevation of the level of the ground floor.

Jy11 H. S. ROEBUCK, Secty.

NOTICE TO CONTRACTORS.

SEALED TENDERS, ADDRESSED TO HON. J. W. Trutch, C.M.G., Victoria, B. C., signed and endorsed "Tender for Post office, &c., Nanaimo, B. C.," will be received at his office until WEDNESDAY, the 19th day of JULY, inclusive, for the erection of

POST OFFICE, &c.,

NANAIMO, BRITISH COLUMBIA.

Plans and Specifications can be seen at the Department of Public Works, Ottawa, at the office of T. E. Peck, Esq., Collector of Customs Nanaimo, and at office of Hon. J. W. Trutch, C. M. G., on and after TUESDAY, 4th July.

Tenders must be made on the printed forms supplied.

Each tender must be accompanied by an accepted bank cheque, made payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department will not be bound to accept the lowest or any tender.

By order,
F. H. ENNIS, Secretary.
Department of Public Works, Ottawa, 7th June, 1882. jy11

HIDES AND CALFSKINS.

Highest Market Rates Paid for the above.

CONSIGNMENTS SOLICITED.
PROMPT RETURNS RENDERED.

W. HEATHORN

VICTORIA BOOT & SHOE MANUFACTORY AND ROCK BAY TANNERY. fe24

Mr. Bennetts' revised estimates amounted to 6,055 or 6,517 tons of cement for the whole dock work. It is as well here to mention that an *exact* calculation of the quantity of cement the Dock will take is impossible. The coarseness or fineness of the sand gravel shingle and broken stones used in concrete, makes a material difference. The weight of a cubic yard of cement also varies. The Committee to get at the weight, visited Esquimalt and weighed a cubic foot of the cement imported from England, and also a cubic foot of that imported from San Francisco, the result in both instances was 96 lbs. per cubic foot equal to 2592 lbs. per cubic yard. Some of the gentlemen who favored the Committee with estimates calculated a cubic yard as weighing one ton or 2,240 lbs. From the professional tables produced before the Committee it was quite evident that cement varies in weight and that therefore the quantity of cement required for the Dock cannot be calculated within a few hundred tons.

Report.

21. "That to get at the probable quantity of cement required for the construction of the Dock, your Committee obtained the following estimates from gentlemen competent to make them:—

F. C. Gamble, C. E.,	6,010
A. S. Farwell, C. E.	6,623
Mr. Mohun, C. E.	6,063
Hon. J. W. Trutch presented figures—4 estimates ranging from	6,010 to 6,800
W. S. Gore, S. G.	5,421 & 6,217
W. Bennett, C. E.,	6.055 & 6,517

Memorandum—Besides the above calculations, the Committee received one from Mr. J. W. McKay, amounting to 6,665 tons, which dealt most thoroughly with the percentage of voids in ballast and sand. This was inadvertently omitted in the above list. The above are all on the basis of the cement being exact to the standard of 750 lbs.

With regard to the estimate of Kinipple & Morris, to C. C. of L. and W., of 5,000 tons, the Committee could not learn how that quantity was arrived at as the information was contained in a telegram which merely stated that 5,000 tons would be required. The cement tests made in England before the cement was shipped, showed a strength of over 1,000lbs. When it arrived at Esquimalt it strength was required about 30 per cent. If K & M calculated the quantity on the basis of the English tests the quantity required on the basis of the Esquimalt tests after arrival would be about 30 per cent. greater or about 6,500 tons.

Report.

22. "That although the Legislature at its last Session only voted $3,400 for 100 tons of cement, the Government have purchased about 1,200 tons which will cost between $30,000 and $40,000.

23. "That the cement purchased without authority was ordered partly by telephone and partly by telepraph."

Memorandums—The vote of the Legislative was as stated $3,400 for 100 tons of cement required to make good the quantity sold and damaged. On examining the warrants of cement ordered the Committee found that the vote of $3,400 for 100 tons was made use of by Mr. Beaven, to purchase 300 tons, against which quantity the sum of $3,400 was placed as voted. This was clearly an improper act as 300 tons of cement at $27.50 will cost $8,250 and not $3,400. A parallel case would be for one person to give power to another to buy one horse for $300 and for that person to abuse the authority by buying 3 horses for $800.

Walkem (page 43): "As to the orders for cement from England they were given by cablegram. The first being about 2nd November, 1881 to Kinipple & Morris, as follows.

Order for cash 200 tons former quality cement in oak.

As M. Bennett said he wanted 300 tons, about the 12th or 13th November, I sent another cablegram to Kinipple & Morris.

Order another 100 tons cement. Ship the 300 by Tropic leaving Liverpool end of November, Andrew Welch, Company agents Liverpool. A further cablegram 12th January 1882, as follows.

"Ship 250 tons cement as before per Bodehyddon, Liverpool, Welch & Co. agent."

"6th February, 1872.—Order 200 tons cement, half fir, half oak. Ship end February through Beeton."

The telephone orders the committee could find no record of in the Land and Works Department, but there was a memorandum from the Resident Engineer to the government recommending the purchase of 300 tons as required. Whilst the committee was sitting about 50 tons arrived by one steamer from San Francisco and about 100tons by another, the latter being part of the 300 tons referred to. Whether the remainder of the 300 tons has been purchased I do not know. The telephone is a valuable invention, but evidently liable to be abused in a government office if no record is kept of public business transacted in this rapid verbal manner."

Report.

25. That no tenders appear to have been called for for the cement bought in San Francisco, which, from tests made by Mr. Bennett, is of inferior quality to that required by the specifications."

Evidence.

Bennett, pages 26 and 40:

Question—Have you made any tests of the San Francisco cement since its arrival?

Answer—I have, and beg to hand in the results. (Exhibit 22.) The tests have been made, allowing the bricks to remain before being put in water some 12, some 24, and some 36 hours, the average result being 657 lbs.

Question—Was the cement ordered from San Francisco required to stand a test of 720 lbs, as required by the dock specifications?

Answer—Not that I know of. Samples for testing were obtained from San Francisco, and the order was given for the kind that gave the best results, which was about 650 lbs.

Question—Do you know the cost per ton, laid down at Esquimalt, of the San Francisco cement?

Answer—Not exactly, but think it will be about $33.

Question—Who are the makers of the late shipment of cement from San Francisco?

Answer—White Brothers.

Question—What tests of that cement have you made, and what is the result?

Answer—I have tested a sample sent by them; on 29th November, 1881, the average of three bricks gave a result of 564; again, on December 3d, 1881, I tested three more, the average being 676. On December 13th, 1881, I tested three more, the average being 629½. I may add, there is a great difference in the result sometimes, owing to the way in which the bricks are made up, and bricks made out of the same barrel I have known to vary as much as 300 lbs. The standard required by the specifications is 750 lbs.

Memorandum—By a resolution of the provincial legislature it was affirmed that "all public works shall be done by contract where practicable." Clause 27 of the public works act also provides for government work being performed by contract when practicable."

In violation of the contract system the cement from San Francisco was privately ordered, and of a quality inferior to that required by the drydock specifications.

Freight arrangements for the cement ordered from England were also illegally made. Some of the largest shippers do not appear to have had an opportunity to offer for the shipment of the cement.

Report.

23. "That most of the cement bought has been under the alleged authority contained in the graving dock act of 1879, which deals with the Dominion grant of $250,000, and which can only be expended on certificates of work done on the dock under the contract, and is not available for the purchase of material."

Evidence.

An act respecting the graving dock, 1879: "In the event of the government of the Dominion of Canada carrying into effect the provisions of 37 Victoria, chap. 17, sec. 1, Statutes of Canada, it shall be lawful for the lieutenant-governor in council to award such contracts, construct such works and make such payments as may be necessary in his discretion to secure the construction of the graving dock at Esquimalt."

The marginal note upon the act, although not part of the act, explains the purpose of the act. The marginal note reads as follows: "Authorizes expenditure of moneys that Dominion government may pay on account of graving dock at Esquimalt."

When it is borne in mind that the Dominion grant of $250,000 is already absorbed in McNamee & Co.'s contract of $350,000, it will be seen how thoroughly illegal was the act of the government in purchasing the cement under the authority of the above act, when not a dollar of the Dominion government's money was available for the payment of the cement.

In the letting of the dock contract to McNamee & Co. Mr. Walkem also acted illegally. It will be observed that the act authorizes the letting of the dock contract by "the lieutenant governor in council." Mr. Walkem totally disregarded this and when at Ottawa let the contract to McNamee & Co. unknown to his colleagues and the lieutenant governor and without an order of the executive council. In consequence I believe of the action of the lieutenant a fresh contract had to be made with McNamee & Co. some months afterwards.

In the letting of the dock contract and in the purchasing of the cement no government in British Columbia ever before showed such an utter disregard for the law and the rights of the people as the Walkem government.

The opinion expressed by the committee in their report were as follows:

"Your committee is of opinion that when the magnitude of the cement requirements become known to the chief commissioner of lands and works, he should at once have requested one of the firm of Kiniple & Morris to come out, as their agreement calls for, to examine into matters and see what was best to be done.

That unless some large saving can be effected in the quantity of cement, by substituting natural stone for artificial, the dock will cost from $200,000 to one quarter of a million more than estimated by the government last session.

That the government has shewn a great want of business ability, and have seriously mismanaged matters in connection with the Esquimalt dock.

That it has misled the legislature as to the actual position of affairs, and has abused its position to expend a large sum of money without authority from the legislature.

That the result of the government's mismanagement, unless checked by this legislature, must be a heavy drain upon the finances of the province, and moneys that would, under good management, have been available for roads and other necessary public works, will be swallowed up by the dock, which Mr. Walkem has, on several occasions, emphatically declared would not cost the country another dollar."

I leave you to judge whether the report of the committee is or is not justified by the evidence. All I would briefly add is that unless some reduction is made in the quantity of cement, the probability is that $250,000 will not cover the additional cost of the dock over the estimate above referred to.

Had the government in November last sent for one of the engineers the whole dock matter could have been examined into and placed in a thoroughly practical and business shape by the time the legislature last met. Had this course been adopted instead of dock work being stopped as now and everything connected with it in grave confusion, construction would now be going on with a certain prospect of the completion of the dock within a reasonable period.

I am, gentlemen,
Yours faithfully,
WM. WILSON.
Chairman of Dock Committee.

Mr. R. W. Carmichael, Chemist and Druggist of Belleville, under date of May, 31st 1882, Writes as follows:—"Your Burdock Blood Bitters have a steady sale, are patronized by the best families here and surrounding country, and all attest to its virtues with unqualified satisfaction. (4)

A CHANGE.

Our many readers will gladly welcome the introduction into general use of the pleasant remedy Syrup of Figs, which is as agreeable to the taste as the fruit from which it is made, and better than oil, salts, pills or any of the bitter, and nauseous medicines of bygone days. As it costs nothing to try it, and always gives satisfaction, everyone is using it wherever known. Langley & Co., Wholesale Druggists, are agents for Victoria and B. C. 2

Mrs. Sidney Wilson having returned from San Francisco will be prepared to received her music pupilson and after the 1st proximo. Instruction given either at the pupil's or at Mrs. Wilson's residence, Frederick street, where a piano for daily practice is at the service of those pupils who have no instrument. Lessons given in the evening if preferred.

June 26th.

There is no more wholesome or delicious fruit on earth than the Wild Strawberry, and there is no more effectual remedy for Cholera, Dysentery, Cramps and other summer complaints of infants or adults, than Dr. Fowler's Extract of Wild Strawberry. (2)

Learn to Write.

Lessons given in Penmanship and also Bookkeeping every afternoon and evening at Broughton-street Hall by J. P. Feaster.

Vancouver District.

Mr. A. Bunster has the honor to announce that he is a candidate for re-election in Vancouver district for the commons.

PROVINCIAL ELECTION, 1882.

To the Electors of the City of Victoria:

Gentlemen,—I beg to inform you that I am again a Candidate for Election as one of your representatives in the Legislative Assembly, and respectfully solicit your support and vote at the coming election.

Robert Beaven.

TO THE ELECTORS OF VICTORIA CITY AND DISTRICT.

GENTLEMEN—I

I am a Candidate to represent you at the forthcoming Election for the Dominion House of Commons, and solicit your vote and support.

JOHN BOYD.

To the Electors of Victoria City Districts.

The undersigned offers himself as a candidate for your suffrages at the election for the local House.

G. A. MacTavish.

ESQUIMALT DISTRICT.

THE UNDERSIGNED BEG TO NOTIFY THE ELECTORS THAT THEY ARE CANDIDATES TO REPRESENT THE DISTRICT IN THE LOC A HOUSE IN OPPOSITION TO THE PRESENT GOVERNMENT.

CHAS. E. POOLEY,
T. F. CHILDS.

TO THE ELECTORS OF VICTORIA DIST

Gentlemen:—I offer myself as a candidate at the ensuing election to represent you in the Local Legislature.
tfdw **A. S. FARWELL.**

Mr James Fell for Ottawa.

The undersigned wishes it understood, distinctly and unequivocally, that he is a candidate FOR OTTAWA and NOT for the Local House.

James Fell.

For the Commons.

To the Electors of Victoria District.—Gentlemen,—I am a candidate for the representation of your district in the House of Commons.

dw C. Booth.

To The Electors of Victoria District.

Gentlemen,—I shall be a candidate for the Commons at the coming Dominion election.

N. Shakespeare.

May 20th, 1882.

TO THE ELECTORS OF VICTORIA CITY DISTRICT.

Gentlemen: I will be a candidate for the representation of Victoria city in the local house.

J. W. Williams.

TO THE ELECTORS OF THE CITY OF VICTORIA DISTRICT.

Gentlemen: I beg respectfully to apprize you of my intention to stand for the Dominion House of Commons at the approaching election.

E. Crow Baker.

To the Electors of Victoria City.

Gentlemen: I will be a candidate for the representation of Victoria City in the Local House as the workingman's candidate.

R. Copeland.

To the Electors of Victoria District.

Mr. R. E. John will be a candidate to represent Victoria District in the Local House at the ensuing Provincial election.

To the Electors of Vancouver District.

Mr. D. W. Gordon will be a candidate to represent Vancouver District in the House of Commons.

To the Electors of Victoria City.

Gentlemen,—I have the honor to present myself for your consideration and votes at the coming election.

Very respectfully yours,
J. S. Drummond.

TO THE ELECTORS OF VICTORIA CITY.

Gentlemen:—I am a candidate to represent you in the Local Legislature, and I solicit your suffrages and support.

Alex. Wilson.

Victoria, July 8th, 1882.

ESQUIMALT DISTRICT.

We are authorized to state that Mr. H. Helgesen and Mr. J. R. Hett will be candidates for Esquimalt Electoral District at the ensuing provincial election.

TO THE ELECTORS OF VICTORIA CITY

Mr. James Fell will be a candidate to represent Victoria City in the Dominion House.

A Wise Precaution.

During the Summer and Fall people are liable to sudden attacks of bowel complaint, and with no prompt remedy or medical aid at hand, life may be in danger. Those whose experience has given them wisdom, always keep Dr. Fowler's Extract of Wild Strawberry at hand for prompt relief, and a Physician is seldom required. (3)

—ASK FOR—

Union India Rubber Co.'s

Pure Para Gum

CRACKPROOF

RUBBER BOOTS & COATS.

BEWARE OF IMITATIONS!

Be sure the Boots are stamped *CRACK PROOF* on the heels, and have the *PURE GUM SPRINGS* on the foot and instep, which prevent their cracking or breaking. They will last twice as long as any others manufactured.

FOR SALE BY ALL DEALERS.

ALL KINDS RUBBER BELTING, PACKING HOSE, SPRINGS, CLOTHING, BOOTS AND SHOES, Etc.

GOODYEAR RUBBER COMP'Y

R. H. PEASE, Jr.
S. M. RUNYON, } Agents.
San Francisco.

jy7dwthu

NOTICE.

I HEREBY GIVE NOTICE THAT I WILL MAKE application to the next sitting of the Licensing Magistrates for a transfer of the license of the Snug Tavern, now in the name of Mr. Price to the undersigned.

je30 JOHN CLEMENTS.

MISCELLANEOUS.

PROCLAMATION

ELECTORAL DISTRICT OF VICTORIA DISTRICT.

TO WIT:

PUBLIC NOTICE IS HEREBY GIVEN TO THE Electors of the Electoral District aforesaid that in obedience to Her Majesty's Writ to me directed, and bearing date the 18th day of May, 1882, I require the presence of the said electors in front of the Police Barracks, Bastion Street, in the City of Victoria, on MONDAY, the 3d day of the month of JULY, 1882, from noon until Two of the clock in the afternoon, for the purpose of Nominating two persons to represent them in the House of Commons of Canada, and that in case a Poll be demanded and allowed in manner by law prescribed, such poll will be opened on FRIDAY, the 21st day of the month of JULY, in the year 1882, from the hour of NINE in the morning till FIVE of the clock in the afternoon in each of the Polling Districts, namely:—

For that portion of Victoria District known as Victoria City is hereby alphabetically divided as the law directs for Polling Stations, namely:—

No. 1.—Old County Court Room, Bastion St., A to C.
No. 2.—Old Council Chambers, Government St. D to H.
No. 3.—Hook and Ladder House, Government " I to L.
No. 4.—Central Hall, View St., M. to O.
No. 5.—Deluge Engine House, Yates St., P to S.
No. 6.—Tiger, Old Engine House, Johnson St., T to Z.
No. 7.—Also, that portion of Victoria District known as Victoria District, at the Richmond, A to Z.
No. 8.—Also, that portion of Victoria District known as Esquimalt and Metchosin Districts, at Parsons Bridge, A to Z.

And further that on FRIDAY the 21st day of JULY 1882, at 6 o'clock p.m. I shall open the Ballot Boxes, sum up the votes given for the several candidates, and return as elected the two having the majority of votes.

Of which all persons are hereby required to take notice and govern themselves accordingly.

GIVEN under my hand this 13th day of June, in the year 1882.

THOS. HARRIS,
Returning Officer.

je14

NOTICE.

THE NAMES AND ADDRESSES OF AGENTS appointed by the undermentioned candidates at the Election now about to be held for members to represent the Electoral District of Victoria Distri t in the House of Commons of Canada, are as follows:—

Name of Candidate	Edgar Crow Baker
Name of Agent	William Montelth
Address of Agent	Store street, Victoria.
Name of Candidate	Amor DeCosmos
Name of Agent	Thornton Fell
Address of Agent	Government street, Victoria.
Name of Candidate	James Fell
Name of Agent	Samuel Perry Mills
Address of Agent	Government street, Victoria.
Name of Candidate	Noah Shakespeare
Name of Agent	Henry Schutt
Address of Agent	Yates street, Victoria.
Name of Candidate	Cornelius Booth
Name of Agent	Edward Tynan
Address of Agent	Box 90, Postoffice, Victoria.
Name of Candidate	John Boyd
Name of Agent	James Russell
Address of Agent	Pandora street, Victoria

Dated this 3rd day of July, 1882

THOS. HARRIS,
Returning Officer.

jy5

NOTICE.

I HEREBY GIVE NOTICE THAT THE 91ST clause of the Dominion Electoral Act of 1874, of which the following is a true copy, will be strictly enforced on election day:

Clause 91.—No spirituous or fermented liquors or strong drinks shall be sold or given at any hotel, tavern or shop, or any other places within the limits of any polling district, during the whole of the polling day at any election for the House of Commons, under a penalty of $100 for every offence, and the offender shall be subject to imprisonment not exceeding six months, at the discretion of the Judge or Court, in default of payment of such fine.

All persons are warned that FRIDAY, the 21st day of July, 1882, instant, will be polling day for the Election for the House of Commons for the electoral district of Victoria district.

THOS. HARRIS,
Returning Officer.

Victoria, B.C., July 3, 1882. jy4

NOTICE.

ELECTORAL DISTRICT OF VICTORIA DISTRICT.

PUBLIC NOTICE IS HEREBY GIVEN TO THE Electors of the Electoral District aforesaid that a Poll has been demanded at the Election now pending for the same, and that I have granted such Poll, and further that the persons duly nominated as candidates at the said election, and for whom only votes will be received, were:

CORNELIUS BOOTH,
NOAH SHAKESPEARE,
JOHN BOYD,
E. C. BAKER,
AMOR DeCOSMOS,
JAMES FELL.

And that the said Poll will take place on the 21st day of July, 1882, in accordance with Proclamation.

Of which all persons are hereby required to take notice and govern themselves accordingly.

GIVEN under my hand at Victoria, this 3rd day of July, in the year 1882.

THOS. HARRIS,
Returning Officer.

jy4

TO THE ELECTORS OF VICTORIA CITY.

Gentlemen:—As one of the four Gentlemen selected by the convention I beg to solicit the honor of your suffrages and I do so in the firm conviction that any change is preferable to a continuance of the deplorable incapacity of the existing government. Since they have held the reins of power our relations with the Dominion have been strained and instead of a cordial co-operation for our mutual benefit there has been a half-concealed distrust of a friendly government.

Much of the legislation for the past few years has been of a retrogressive character and many acts have been disallowed as trenching on the authority of the Dominion Parliament.

The enforcement of the collection of Provincial taxes has been unduly harsh and oppressive.

The removal of the Vancouver Island lands from the railway belt after having been locked up for so many years has rendered the construction of the Victoria and Nanaimo Railway as a portion of the Canada Pacific line very doubtful.

The blundering over the drydock and the arbitrary refusal of even allowing the claims of Messrs. Reid Brothers and their numerous creditors to be considered are subjects which vitally effect the credit of the Province and must inevitably delay the construction of necessary public works until the liabilities thus incurred are met.

I shall advocate the entire exclusion of Chinese and any measures which will have the effect of restricting their presence in this province will meet my support.

I shall forward the construction of the Island Railway in the mode best calculated to advance the interests of the Province, and strive to lessen the friction between the Dominion and the Province; and if I am honored with your confidence I shall give m support to any government which in my opinion will conduct the public business on sound principles and with honesty and integrity.

I have the honor to be, Gentlemen,
Your obedient servant,
M. W. TYRWHITT DRAKE.

je22

NOTICE.

THE UNDERSIGNED, WHOSE ENGAGEMENT with the C. P. R. has terminated, is prepared to resume the practice of his profession as the old address.

EDWD. MALLANDAINE,
Architect.

Government St., Victoria, B.C. je28

CARIBOO ELECTORAL DISTRICT.

TO THE ELECTORS OF CARIBOO DISTRICT—I respectfully solicit your suffrages as a candidate to represent you in the Provincial Legislature.

je29dw CHAS. WILSON.

TAHITI

ORANGES & COCOANUTS

NOW LANDING FROM BARQUE MARY MILDRED

For sale in lots to suit by

HY. SAUNDERS,

Je20 JOHNSON STREET.

WELLINGTON COAL.

W. T. DRAKE,

COAL AND COMMISSION MERCHANT,

OFFICE—Foot of Yates Street.

B.—Free and Bonded Storage. jce

NEW ADVERTISEMENTS.



B. C.

BOOT AND SHOE STORE.

I HAVE ENGAGED THE SERVICES OF

MR. C. NANGLE,

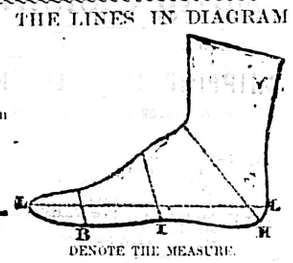
Of Large Experience in the Boot and Shoe Business in

PHILADELPHIA, NEW YORK AND SAN FRANCISCO,

TO SUPERINTEND THE

CUSTOM DEPARTMENT

—OF THE—



THE LINES IN DIAGRAM DENOTE THE MEASURE.

B. C. BOOT AND SHOE STORE.

His superior style of FITTING THE FOOT insures perfect satisfaction. Try one pair and be convinced that he is a MASTER FITTER. All work done on the premises by WHITE LABOR ONLY.

BEST OF STOCK AND WORKMANSHIP. REPAIRING ATTENDED TO PROMPTLY.

N. B.—Note the Diagram so that Country Customers can take their own measure accurately. All Orders by Mail or Express will be filled with the utmost promptitude. All express charges must be paid by parties ordering goods.

H. MANSELL, - - - - - PROPRIETOR.

je23 **GOVERNMENT STREET, VICTORIA, B. C.**

TO THE ELECTORS OF VICTORIA CITY.

Gentlemen:—In offering myself as a candidate for your suffrages at the ensuing election for the local house I must state that I can subscribe to few of the acts of the Walkem-Beaven administration. Their policy has been fraught with disaster to the province and would soon have led it to destruction.

Elected upon the solemn assurance that they would use every effort available to stop the influx of Chinese, they violated their pledge by contenting themselves with passing a hasty and ill-considered restrictive act which only required to be seen in a court of law to be upset; and, to mark their insincerity in the matter, when the Chinamen brought the government into court to defend the act no endeavour was made to support it. Since then no attempt whatever has been made by the government to check the growing evil and not so much as a representation on the subject has been made at Ottawa, notwithstanding that a friendly government has been in power ready to promptly further the wishes of the Province in this respect. I consider that under the "British North America Act, 1867," which concedes to the Province the exclusive right to deal with property, civil rights, direct taxation, and matters of local import, the local legislature has power to legislate upon this all-important pic and if elected I shall advocate a well-digested measure aimed at the repression of Chinese immigration; and shall at the same time move to bring the subject prominently before the Dominion government so that concurrent action may be taken by the two governments.

The local government have seriously jeopardised the island railway. By concluding their negotiations with the Imperial and Dominion governments concerning the drydock without ascertaining the cost of the work it now appears that they have involved the Province in an indefinite liability ranging from $250,000 to $500,000 perhaps more regarding an enterprise which it was proudly boasted would not cost the Province one dollar. By their system of false economy in refusing to augment the civil staff and to render the gaols in remote districts secure they have caused the loss o some valuable lives—notably, Usher and Kelly a Kamloops and Jenkinson at Cassiar—to say nothing of the squandering of thousands of dollars in abortive trials of the culprits and fruitless assizes. Oppressive tax sales have been proceeded with notwithstanding the assurance of the Minister of Justice that the attempt to collect penalties and usurious rates of interest was illegal. The name and credit of the Province have been disgraced by the action of the government in dishonoring their own vouchers and by the almost universal bad faith exhibited towards those with whom they have had monetary dealings.

Such patronage as the government has at command should be evenly distributed, in place of which nearly the whole of the government work has been given to a favored few. Assizes have been held to suit the political exigencies of ministers, hence prisoners have been kept awaiting trial sometimes six, sometimes twelve months, and life has been rendered insecure by making coroner's inquests, in cases of death which are unaccounted for, the exception instead of the rule.

If elected I shall use my best endeavors to promote assisted immigration and to disseminate information regarding the province in the shape of maps, handbooks and so forth. I shall to the best of my ability independently support any government when acting in the interests of the country and will oppose them when doing otherwise.

THEODORE DAVIE.

TO THE ELECTORS OF VICTORIA DISTRICT.

Gentlemen:—As I am a candidate for your votes and interest at the forthcoming election of members to serve in the Legislative Assembly, it becomes my duty briefly to state the principles I hold.

In the first place, I am opposed to the present government; but as it is a mere makeshift, a new administration will have to be formed holding opinions consonant with those of the majority of the representatives of the electors.

I am of opinion that the permanent and progressive prosperity of the Province depends chiefly upon the increase of a settled white population and increased agricultural and other industrial productions, and in utilizing the mineral and other resources. It would be advantageous also to cultivate our bays, seas and inlets by the introduction of new varieties of fish, both crustacean and other, and benefit would also be derived were new kinds of timber trees introduced.

Whilst advocating measures to promote increased production I should also protest against the wanton destruction of our forests. Trees which have taken centuries to grow are burned and destroyed as though they were valueless. Means ought to be taken to prevent this loss except where necessary in clearing lands and utilizing the lumber.

Being a resident of the district I should of course do my best to urge the keeping of the roads and bridges in good repair and the construction of new ones where necessary.

The way to mitigate our condition is to encourage productive home industries. Now is the time actively to promote and foster these.

It will be advantageous to urge upon those who have lands locked up the necessity of settling them or throwing them open to settlement.

The Chinese evil is one that must be grappled with by the federal government at the instance of your federal and local representatives. I should like to see the Chinese supplanted by men of our own race, kindred and language as soon as possible. Any further importation of Chinamen is neither desired nor desirable. It is to be hoped that our members at Ottawa and our local government will succeed in making the federal government see and understand the magnitude of the evil and induce them to pass remedial measures, and at the same time find means of sending immigrants to displace those now here.

As a matter of course I am in favor of the construction of the Vancouver Island railway; but the insane action of the local government in breaking the contract relating thereto without consulting the Canadian and British governments, also parties to the contract, has at least jeopardized its construction. Previous to this mad action the Province could *demand* as a *right* what it will now have to *solicit* as a *favor*. The local government should not have undertaken a work promised and intended to be performed by the federal government. How far the question of compensation may have been endangered remains yet to be learned.

The dry dock being not a local but a national work should not have been undertaken by the local government, and had they had a correct judgment of their own capacity they would never have meddled with it. As it is they have shown to the Province and to the world at large their gross incapacity and criminal negligence. The dock must be built, but its affairs are so muddled that it is impossible at present to see clearly its condition and prospects. If it be possible to turn the dock over to the Canadian government, and if they will at the same time agree to finish it without saddling the Province with additional debt, then let them by all means have it.

With these and other enormous difficulties glaring at us it is essentially expedient and advisable that the local government should be in harmony with the federal government, amicability being the best and probably an allowable means of producing some order out of the chaos so wilfully caused by the late Walkem government. There must be no more sham questions to manufacture to direct people's attention abroad in order to blind them to and distract them from most important local matters with which they are most concerned and which have been so direfully mismanaged.

If you honor me by making me one of your representatives I will do my best to serve your interests and those of the Province at large, and will support any new ministry whose policy shall be the amicable settlement of existing difficulties, the promotion of provincial industries and measures calculated to remove or remedy the great existing evils and give our district at least her due. Measures, not men. At the same time considerable latitude and forbearance will have to be given to and exercised by such an administration, for they have a most difficult and important work before them.

North Saanich, July 5, 1882. G. A. McTAVISH. jy6dw

BRICKS. BRICKS.

COUGHLAN & MASON

WISH TO INFORM THE PUBLIC THAT THE advertisement of M. Humber to the effect that he carries the only bricks MOULDED BY A WHITE MAN has a tendency to mislead. The fact is that the moulder is the ONLY white man employed at M. Humber's Yard, all the rest of the employees being Chinese.

At our yard more than five hundred per cent. is expended on white labor than at Humber's.

We expect to be able to supply Bricks at a REASONABLE FIGURE.

Je20 COUGHLAN & MASON.

CLEARANCE SALE!

—AT—

THE WHITE HOUSE.

HAVING DETERMINED TO

THE WHITE HOUSE

CLOSE OUT OUR SURPLUS SPRING STOCK,

WE WILL ON

MONDAY AND FOLLOWING DAYS

GIVE PURCHASERS AN OPPORTUNITY OF BUYING

New and Stylish Goods at a Reduction on Price never before attempted.

BEST CHANCE YET OFFERED FOR BARGAINS IN MILLINERY AND DRY GOODS

Having lots of Goods on the way we mean to make room by disposing of our present assortment at once and have marked prices down to a figure that must command immediate sale.

Now if ever is the time to buy.

The following will convey some idea of the Reductions made:

French Pattern Bonnets and Hats at less, than half-price.

Fancy Straw Hats $1 75 reduced to $1 10
do do 1 50 do 1 00
do do 1 25 do 75

Children's Dresses that ranged in price from $3 50 to $5 are now at the uniform price of $2 90, and those that sold from $6 to $8 are now $3 90 all round.

1000 yards Dress Goods at 8c., were 12½c.; 800 yds Striped and Open Work Pique, 15 yds for $1; 1500 yds good wide English Print 10 yds for $1; Brocaded Wrapper Goods 15c. were 25c.; Check and Lustres 15c. were 20c.; Shirting and Ginghams 12½c. worth 20c.; Striped Linen Finished Ginghams 15 yds for $1; Furniture Cotton Cashmere Pattern 10 yds for $1.

WHITE COTTONS—Soft finished heavy and strong equal to Horrocks' A, 11 yds for $1; Horrocks' A1 36 in. soft finished White Cotton 8 yards for $1, in perfect order; half-bleached Cotton 8 yards for $1; Canton Flannel 8 yds for $1; White Mosquito Netting extra quality, 10 yards long 44 in. wide, $1 per piece; Linen Ulsters were $3 50 are $2 65; Linen Dolmans were $4 25 now $3 25; Kid Gloves in good order and spotted in 2 and 4 button 50c. and 75c. per pair; Children's Aprons 3 for 50c.; Children's Merino Dresses 40c.; Children's Pique and Sateen 50c.; 1200yds Shaded and Moire Ribbon 1½ in. wide at 10c. per yard; 1500 yds striped Satin Hair Ribbon 5 yards for 25c.; 19 in. Brazilian Sunshades 40c. each; 22 in. Picnic Sunshades, green and blue lined, at $1, reduced from $1 50.

Sweeping reductions have also been made in other lines of spring goods, all of which must be closed before the close of the season.

THE WHITE HOUSE

EXTRA GOOD VALUE IN STAPLES AND HOUSE FURNISHING GOODS.

THE WHITE HOUSE

Hutcheson, Young & Co.

Victoria, B.C. 25th June, 1882. je25

To the Electors of the City of Victoria.

Gentlemen:—The generous support you have always accorded me induced me to accept the leadership of the Government, rendered vacant by the resignation of Mr. Walkem, and in soliciting your suffrages, at the approaching election I feel confident that I shall receive every assistance in the discharge of the new duties devolving upon me from all well-wishers of the Province.

I am gratified to be able to state that the financial position of the Province has never been more satisfactory. Instead of a large deficit, debentures matured and unpaid, heavy bank overdraft, salaried officers, merchants and mechanics unpaid all over the Province, as was the case four years ago, with the certain prospect of increased taxation, had the party in power under the Elliott Administration retained office, the Walkem Government can show for their term just expired reduction in taxation, reduction in the public debt, a surplus revenue, and large sums expended out of revenue for Education, Public Works and other services of practical utility. the credit of the Province has never stood higher; and instead of three-quarters of a fulllion dollars of provincial bonds being disposed of at a considerable discount, as in 1877, not one bond has been issued below par.

The immense influx of Chinese into the Province calls for united action on our part. Constant and repeated efforts have been made by the Provincial Government and Legislature to prevail upon the Dominion to take such action as will remedy this great evil, and it is gratifying to observe that the Government at Ottawa now realize the importance of moving in this matter.

It is important that every effort should be put forth to induce members of our own and kindred races to make their homes in this Province.

The Legislative Assembly, at its last session, passed a bill to enable the Vancouver Land and Railway Co. to construct a railway from Esquimalt to Seymour Narrows. The projectors deposited $10,000 as a guarantee that bonds amounting to $250,000 would be placed in the hands of the Government as security for the construction of the railway. The company not having complied with the provisions of the Bill the Island Railway question is again brought into its former position. The land reserve remains as intact as when made in 1873, and it devolves upon the Government once more to take action on this important subject.

In consequence of the contractors not making satisfactory progress with the construction of the Graving Dock, it became necessary to take the preliminary steps to enable the Government to proceed with the work. Every effort will be made to finish the Dock as early as possible.

As I hold that under the ballot system it is the duty of a candidate to meet the electors upon a public platform in order to explain his views, I shall take an early opportunity to do so, in the meantime assuring you that, if elected, I shall always advocate the rights of the Province generally, and that the interests of this city will be my first care.

I have the honor to remain, Gentlemen,
Your obedient servant,
ROBERT BEAVEN.

Victoria, 5th July, 1882. jy6

WANTED

A GIRL TO TAKE CARE OF A YOUNG CHILD. Wages $15 a month. Washing put out. Apply at this office. Je29

SHIPS AND STEAMERS.

STEAM TO HONGKONG DIRECT.

THE FAST AND POWERFUL BRITISH A1 IRON Steamship

"CONOPUS,"

2802 tons register, JOY, Commander, having superior Cabin accommodation, will leave for Hongkong direct

ON OR ABOUT SATURDAY, 22ND INSTANT.

She has disengaged accommodation for a limited quantity of measurement cargo.

For freight or passage apply to
STAHLSCHMIDT & WARD.
Wharf street, July 13, 1882. jy11

FOR FT. SIMPSON, METLAKATHLA AND WAY PORTS.

THE H. B. CO'S STEAMER

OTTER,

CAPT. McCULLOCH,

Will sail for above Ports on

MONDAY, JULY 17TH, AT 7 P. M.

Carrying Freight and Passengers.

For rates of Freight and Passage apply at the Company's office. jy12

FOR NAAS AND SKEENA RIVERS.

THE STEAM SCHOONER

"DOLPHIN,"

WILLIAMS, Master.

Will sail on THURSDAY, JULY 20th, 1882,

For the abovenamed ports, from Turner, Beeton & Co.'s wharf.

For Freight and Passage, apply to
H. SAUNDERS,
jy11 Johnson street.

FOR CHARTER.

STEAMER GERTRUDE.

THIS WELL KNOWN, SWIFT AND POWERful Sternwheel Steamboat, lately running on Skeena River, will arrive at this port in about a week from Fort Wrangel and is offered for charter.

For particulars apply to
HENRY SAUNDERS,
17 Johnson street.

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